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ENGINEERING, BANKING, MINING, MANUFACTURES.

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sources, stepped in with abundant means and determined to complete the work. They receive from the State a free gift of all that the State had done west of Covington; are relieved from taxation until the dividends reach 10 per cent., and have some other important privileges. The gentlemen who thus seized upon what seems to me one of the greatest opportunities in the country for a solid and profitable investment of capital, were Messrs. A. A. Low, Wm. H. Aspinwall, Jonas G. Clark, Richard Irwin, Wm. B. Hatch, P. Fisk, and C. P. Huntington, the last named being President of the Company.

Gen. W. C. Wickham, Gen. Anderson, and several other Virginians are also among the Directors. With men like those at the back of it the work is going on rapidly, and will be completed next October. I have been struck, all along the new line now building with the solidity of the masonry and the thoroughness with which every part of the work is done. The tunnels and bridges are all, with the exception of two tunnels, prepared for a double track; the whole line can be double-tracked at a comparatively small expense whenever it becomes necessary, and the land investments made, not only at Huntington, but all along the line, at every point where there is likely to be an important town, promise in themselves to pay magnificently. The work is done for cash, and accordingly there is no waste; with a country of wonderful mineral and other wealth to develop, and Western connections, which will make it, when completed, one of the great through lines connecting the West, with tide-water—considering also its low grades, and its small cost compared with other through lines, it will have great advantages over its competitors.

East of the White Sulphur, and between that point and Covington, we passed over that part of the Chesapeake and Ohio Railroad which was surveyed and built by the State of Virginia before the war. This part of the line crosses the Alleghanies, and the work done here, in tunnels and cuttings, is remarkable for its courage and that disregard of cost which is a characteristic of Government work. The Virginia Central Railroad was completed, from Richmond to Covington, a distance of 205 miles, in 1861. While it was building the State of Virginia undertook to build a railroad from Covington to the Ohio River, to complete the line from the west to tide-water. On this work the State spent \$8,400,000, and what it did was magnificently done. The masonry tunnels are all double tracked, the cuts are straight and clean, and the line its engineers laid has admirably low grades and easy curves.

But the war stopped this work. After the war the State was unable to finish it, and finally a law was passed granting to the Virginia Central Company all the franchises and property of that portion begun by the State, on the condition that they should complete it to the Ohio River. The two portions were consolidated under a new name—the Chesapeake and Ohio—and, at a later period, New York capitalists, discovering the great advantages of the route, and its immense re-

and iron country; the facilities for cheap transportation will create numerous iron furnaces, salt and oil works; the coal which now lies under so large a part of the great Kanawha lands will be mined for consumption in the East as well as the West and South West. I am told that the best Kanawha cannel coal can be sold, in New York, when the road is completed, for \$6 50 per ton.

The Hartford Tunnel.

The new Hartford tunnel for the Hartford and New Haven Railroad, is nearly completed. The enlargement of the old tunnel was made through an exceedingly troublesome strata of quicksand and clay, which had a tendency to cave in, and thus seriously impede the operation of excavating and pile driving, which was carried on at the same time. The tunnel passes under two busy streets, one having a horse railroad track, and both having gas pipe, aqueduct pipe, etc., all of which had to be moved and removed, so as not to discommode the public. Trains passed upon the road itself on an average every five minutes during the day a fact which necessitated considerable calculation. The number of piles driven was 1731, or measuring the part actually under ground, seven miles. The work was under the immediate supervision of E. M. Read, superintendent of the Hartford and New Haven Railroad, who is a practical and efficient engineer.

Change of Gauge.

We hear discussed the propriety and profitability of changing the gauge of the Wilmington and Manchester and Charlotte, Columbia and Augusta Roads from five feet to four feet eight and one-half inches. The present difference in gauge involves a transfer of freight and passengers at Charlotte and Wilmington. Such a change, producing uniformity, would ensure a continued line to Baltimore and New York of uniform gauge, quickening intercommunication, and lessening the cost of transportation.

A direct, uninterrupted transit from Augusta to Norfolk and Baltimore, so far from operating injuriously upon the interests of Augusta, will, if we apprehend prevailing views correctly, be received with favor by our commercial citizens. The great current of trade is now, and for a long time to come will continue to set Northward. Interior trunk lines of railroads have entered successfully into competition with water carriage by circuitous routes for all the finer classes of merchandise and in the way of return freight, for the heavier products of the country close uninterrupted connection by rail, bringing cheap rates over roads of low gradients with the ports of Wilmington and Nor-

folk and with Baltimore, a great and thriving commercial centre, cannot work injury to the commerce of Augusta. The natural position of our city, being the farthest point South which permits the storage of cereals free from the hazards of the tropics, within easy reach of such points as Charleston, Port Royal, Savannah and Brunswick, and now in close connection with the Gulf and Cuba by way of Cedar Keys, makes highly desirable every facility whether of quick transit or cheap freights, with the great commercial emporiums of the North and West.—*Augusta Chronicle.*

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1870 and 1871, were as follows:

	1869-'70.	1870-'71.
From passengers..	\$8,799,257 80	\$8,333,111 08
" freight	8,187,507 10	7,700,808 79
" express	256,677 84	237,812 28
" mail	173,306 40	189,585 86
" miscellaneous	118,589 07	233,596 98
	<hr/> \$12,535,428 21	<hr/> \$11,694,914 44

Expenses, viz :

Repairs of engines.	\$590,449 48	\$423,439 30
" cars	917,685 53	547,847 24
" build'gs.	147,640 45	86,100 70
" fences ..	73,797 22	67,016 62
" bridges ..	259,912 92	201,802 33
" track	1,574,865 58	1,365,794 66
" tools, etc.	182,022 51	92,954 90
Fuel used on locomotives	976,349 68	647,063 09
Fuel and lights used on cars & at stations.....	143,036 81	102,763 90
Oil and waste used.	117,248 49	82,875 76
Office and station furniture & exp.	54,608 23	43,570 79
Furniture & fixtures for cars.....	16,713 09	10,619 41
Foreign agents	48,233 44	40,611 23
Advertising	21,801 67	11,503 44
Stationery, etc.....	55,565 78	48,243 25
Engineers, etc....	550,559 03	516,093 56
Conductors, etc....	369,360 19	351,404 85
Laborers & switchmen at stations..	653,492 20	594,630 98
Agents & clerks at stations.....	498,435 88	425,595 06
Superintendence ..	80,787 40	73,411 52
Rents	88,613 78	41,980 28
Loss and damage ..	64,247 49	49,227 86
Injury to persons ..	40,853 21	26,512 21
Teaming freight, etc.	10,205 76	9,813 45
Insurance	22,721 50	13,580 00
Miscellaneous exp.	102,924 69	72,941 17

Operating exp...	\$7,606,631 51	\$5,946,839 66
Taxes	306,754 11	329,962 73
U. S. tax on earn'gs	95,454 71	31,588 04
Revenue tax stamps	4,477 01	3,115 87

Total expenses...	\$8,018,817 84	\$6,311,506 80
Earnings less operating expenses & taxes	\$4,522,110 87	\$5,388,408 14
From which deduct—		

Interest on fund'd debt (\$1,071,841 50, less amount to credit of interest & exchange \$8,564 04)	\$1,062,777 46
Sinking funds	45,120 00
Dividends on Chicago and Milwaukee Rail-way stock.....	994 27
Rent of Chicago, Iowa and Nebraska R. R.	460,784 51
Rent of Cedar Rapids and Mo. River R. R.	470,368 80
	<hr/> 2,089,995 04

Leaving net income for the year... \$8,343,418 10

Add balance to credit of Income Account May 31, 1870

541,424 29

Total net income

\$8,884,837 89

From which have been declared—

5 per ct. dividend on both the common and preferred stock, payable December 30, 1870. \$1,750,943 80

5 per cent. dividend on

both the common & preferred stock, payable June 30, 1871,

including amount of Government tax.... 1,800,834 42

3,551,278 22

Leaving balance to credit of Income

Account May 31, 1871

\$338,559 17

The lines comprising the different divisions of the road are as follows :

Wisconsin Division : Miles.

Chicago to Fort Howard

242.2

Kenosha to Rockford

72.4

314.6

Galena Division :

Chicago to East Bank of Mississippi

137.0

River, opposite Clinton

121.0

Elgin to Richmond

33.0

Geneva to St. Charles

2.4

298.4

Iowa Division :

Length of Bridge from East Bank of Mississippi River to Clinton

1.1

Clinton to Cedar Rapids, (Chicago, Iowa and Nebraska Railroad).

81.8

Cedar Rapids to Missouri River, opposite Omaha, (Cedar Rapids and Missouri River Railroad).

21.6

Clinton to Lyons, (Lyons Branch Railroad)

2.4

Lyons to Maquoketa, (Iowa Midland Railroad)

38.0

389.4

Madison Division :

Belvidere to Madison

67.6

67.6

Peninsula Division :

Escanaba to Lake Angeline Mine

67.9

Branches and Extensions to Mines... ..

5.9

73.8

Milwaukee Division :

Chicago to Milwaukee

85.0

85.0

Total miles

1,223.8

The business of the different Divisions of the road during the past and preceding years compare as follows :

Earnings: 1870. 1871.

Wisconsin Division. \$2,846,585 30 \$2,611,578 67

Galena " . 4,238,403 08 3,989,262 91

Iowa " . 3,419,086 90 2,879,556 39

Madison " . 217,714 93 202,705 91

Peninsula " . 723,306 07 865,573 08

Milwaukee " . 1,090,831 93 1,146,237 48

Totals..... \$12,535,428 21 \$11,694,914 44

Expenses :

Wisconsin Division. \$2,070,671 59 \$1,587,548 01

Galena " . 2,261,622 02 1,854,602 56

Iowa " . 2,536,650 24 1,820,268 40

Madison " . 157,558 84 145,687 64

Peninsula " . 414,754 67 367,630 80

Milwaukee " . 572,159 98 585,778 89

Totals..... \$8,018,817 84 \$6,311,506 40

Net, as above.... \$4,522,110 87 \$5,388,408 14

During the year ending May 31, 1871, there has been expended for permanent improvements, and charged to new construction, the sum of \$1,767,985 75; and for additional rolling stock the sum of \$160,160 06. The additional rolling stock con-

sists of 9 locomotives (less 4 sold) 1 first class and 1 second class passenger car, 8 baggage, 1 way, 44 coal, 1 box, 1 wrecking and 145 iron ore cars. The company now have 264 locomotives, 134 first class and 32 second class passenger cars, 151 caboose and way, 113 baggage, mail and express, 7 boarding, 3,675 box, 909 platform, 315 stock, 128 coal, and 996 iron ore cars.

The number of passengers carried during the year was 2,239,949; do., carried one mile, 100,802,521. Tons of freight carried, 2,298,170; do., carried one mile, 268,417,881. Decrease in passengers, 37,054; and in mileage of do., 14,654,938, or 12.69 per cent. Increase in tonnage, 75,192; and in mileage of do., 3,670,141, or 1.39 per cent. Total number of passengers and tons of freight carried, 4,537,664; do., carried one mile, 369,219,902—increase in passengers and tons carried, 38,138; decrease in mileage of do., 10,984,797, or 2.89 per cent. Earnings per passenger per mile, 3.81 cents; do., per ton per mile, 2.87 cents—average earnings per passenger and per ton per mile, 2.99 cents. Increase in earnings per passenger per mile, 0.61 per cent.; decrease in earnings per ton per mile, 7.12 per cent.—decrease in earnings per passenger and per ton per mile, 5.08 per cent. Earnings per passenger, \$1 49, a decrease of 10.78 per cent.; earnings per ton, \$8 25, a decrease of 8.97 per cent.—average earnings per passenger and per ton, \$2 43, a decrease of 8.65 per cent.

From the foregoing it appears that while the number of tons of freight carried one mile increased 1.39 per cent., the earnings per ton per mile decreased 7.12 per cent.; and to this enforced reduction in rates, in sympathy with the decline in the value of the more important classes of products, is attributable the loss in freight earnings. The decrease in passenger receipts appears to be wholly due to a falling off in passengers carried, as the rate per passenger per mile seems to have been slightly increased, although the average earnings from each passenger shows a considerable decrease.

Compared with the previous year the results of the year ending May 31st, 1871, may be summed up briefly as follows: There was a decrease in gross earnings of \$840,513 77; a decrease in working expenses of \$1,659,791 85; in taxes of \$42,019 19; in interest payments of \$54,965 88; in rent of leased roads, \$118,298 26; making total decrease in expenses, \$1,870,069 63, and a net gain to the company of \$1,029,555 86.

The net earnings for the year, after satisfying all current charges for operating, taxes, interest, sinking funds and rentals, were \$8,343,413 10, against \$2,818,857 24 net earnings for the year ending May 31st, 1870. These earnings, with the balance of income at the beginning of the fiscal year, were sufficient to enable the Board of Directors to declare two semi-annual dividends of five per cent. each, on both classes of stock, and to leave a balance of \$338,559 17 to be brought forward to credit of Income on the 31st of May, 1871.

This balance is more than absorbed in the General Balance Sheet by payments made for works of construction that add new value and facilities to the company's property. Payments have also been made for account of the old purchase of the Winona and St. Peter Railroad, and advances made for its extension and the completion of the La Crosse, Trempealeau and Prescott Road, and considerable reduction of the old funded debt of the Chicago and North Western Railway Company effected by the payment of maturing bonds.

It is inevitable that the demands of business on our road as upon all others similarly situated in the great and growing West, will call for some enlarged accommodations in the extension of side tracks, depot grounds, new station buildings, equipment, etc., from time to time, and it is a question for the Board to consider at some future period in what manner this class of outlays shall be provided for.

Whether the means shall be found in the increased profits resulting from the legitimate growth of business which may be reasonably looked for in the future, or whether a larger reserve of income shall be kept to meet these wants by temporarily diminishing the rate of dividends from present earnings, or whether the improvements required from time to time shall be made from the proceeds of sales of stocks or bonds within reasonable limits, without impairing the ability of the company, are matters that will receive careful deliberation hereafter, and such measures adopted as shall be thought best to give stability and strength to the company.

The capital stock has been increased during the year \$89,050, viz.: common, \$44,330; preferred, \$44,720. The common stock now amounts to \$14,720,959 40; and the preferred to \$20,415,013 42—total, \$35,135,972 82. There is also the amount of \$615,300 of preferred and \$53,046 of common stock, not included in the above, which is owned by the company, and duly registered by the Registrar of Transfers. This stock has been held by trustees of the company for many years, and is what remains from an amount of stock originally issued (prior to 1866) and subsequently registered for the convenience of the company in taking up Galena and Chicago, Beloit and Madison, and Chicago and Milwaukee Railroad Companies' stock, and for other purposes.

The bonded debt, as shown in the last annual report, has been decreased \$248,900—the whole amount of bonds of the various classes retired during the year having been \$737,900, and the amount issued \$489,000. In addition to which the company issued in April and May the Madison Extension 7 per cent. gold bonds, for construction of that line, (including \$1,153,438 62 that had been advanced for grading, iron, ties, etc.,) amounting to \$3,150,000. Including these bonds, the increase in the funded debt amounts to \$2,901,100.

We give in another part of this week's issue that portion of the company's report which refers to the connections and extensions of the road. Since the close of the fiscal year, and up to the date of the Report, July 31, 1871, the company had negotiated the sale of the entire issue of the \$2,700,000 of Menominee Extension gold bonds, mentioned therein, and put the construction of the road from Fort Howard to the Menominee River, about 52 miles, under contract, to be completed by May 1, 1872. The balance of the line from Menominee River to a connection with the Peninsula Division was being rapidly examined and surveyed, with a view to its construction at an early day. The Madison Extension line had been opened for 20 miles to Lodi, and the Lake Geneva Extension completed. Thirty miles of the Winona and St. Peter Extension had been let to be ready for rails in a few months.

The dividends declared during the year will be seen to have amounted to ten per cent. on the common and ten per cent. on the preferred stock—leaving a surplus, after payment of the June dividend, of \$333,559 17.

The entire operating expenses, including taxes, were but 53.96 per cent. of the earnings.

CONDENSED BALANCE SHEET, May 31, 1871.

Old Construction :

Cost of road and property in accordance with terms of consolidation, to May 31, 1870..... \$39,948,712 62

For purchase of stock of the Chicago and Milwaukee Railway Company 23,700 00

\$39,972,412 62

New Construction :

Balance to debit of this account May 31, 1870..... \$4,637,248 87

Add for amount expended during the year for new rails. 51,120 24

Right of way and depot grounds..... 94,085 67

Construction of new buildings..... 48,128 07

Addit'l side tracks. 84,899 65

Construction of new fences, gates and crossings..... 1,427 71

Changing location of road between Syene and Madison..... 201,659 74

Cost of St. Charles Railroad..... 8,801 55

Cost of Madison Ext. 1,153,438 62

Cost of Menominee Extension..... 2,457 17

Discount on securities 121,972 33

6,405,234 62

New equipment :

Balance to debit of this account May 31, 1870..... \$5,462,851 74

Add for new locomotives and cars purchased and built during the year... 160,160 05

5,623,011 79

Assets and securities on hand :

G. & C. U. R.R. Co's bonds held for sinking fund \$34,640 00

Lands, and receipts and expenditures on account of company's land grants. 73,175 93

Subscript'n to Northern Pacific R. R. 6,666 66

Jay Cooke & Co., fiscal agents North'n Pacific Railroad... 100,000 00

Subscription to Jay Cooke & Co., fiscal agents for shares & bonds of Northern Pacific Railroad... 4,888 88

Lake Superior and Puget Sound Co., through Jay Cooke & Co..... 1,250 00

Lake Superior and Puget Sound Co... 5,010 00

La Crosse, Trempealeau and Prescott Railroad..... 302,568 80

Winona, Mankato and New Ulm R. R.... 56,948 18

Winona, Mankato and New Ulm R.R. Co's stock..... 100,000 00

Other stocks & bonds 76,671 42

Winona and St. Peter R. R. Co.—balance 1,069,082 12

Advances to State Line and Union R. R. Co., on account of construction... 2,048 84

1,832,950 88

873,179 98

\$54,706,789 84

Common stock :

Amount outstanding May 31, 1870. \$14,676,629 40

Issued since for bonds of Peninsula R. R. Co..... 44,000 00

On account of sundry old and past due stock dividends 330 00

\$14,720,959 40

Preferred stock :

Amount outstanding May 31, 1870. \$20,370,298 42

Issued since for b'ds of Peninsula R.R. Co..... 44,000 00

For stock of Chicago & Milwaukee Railway Co..... 800 00

On account of sundry old and past due stock divid'ds 420 00

20,415,018 42

Funded debt :

Preferred S.F. bonds. \$1,245,500 00

Appleton Extension bonds..... 182,000 00

Green Bay Extension bonds..... 300,000 00

Funded coupon (interest) bonds..... 755,000 00

General First Mortgage bonds 3,588,000 00

First Mort. bonds of G. & C. U. R.R. Co. 1,785,000 00

Second Mort. bonds G. & C. U. R.R. Co. 948,000 00

Elgin and State Line purchase bonds... 185,000 00

Mississippi River Br. bonds..... 200,000 00

Seven per ct. equipment bonds..... 101,000 00

Ten per ct. equipment bonds..... 275,000 00

Consolidated S.F. b'ds 2,560,000 00

First Mortgage bonds Peninsula R. R. of Michigan..... 767,000 00

12,841,500 00

First Mort. bonds C. & M. R. R. Co.... \$397,000 00

Second Mort. bonds M. & C. R. R. Co.. 182,000 00

Third Mort. bonds M. & C. R. R. Co.... 10,500 00

First Mort. bonds C. & M. R. W. Co.... 1,135,000 00

First Mort. bonds B. & M. R. R. Co.... 333,000 00

2,057,500 00

Madison Extension S.F. Gold bonds of C. & N. W. R. W. Co..... 8,150,000 00

Operating debts.... \$4,319,821 02

Less assets..... 3,441,563 67

878,257 35

Balance due D. N. Barney and associates on Winona and St. Peter purchases, payable in semi-annual instalments, up to May, 1874 310,000 00

Income account—balance to credit May 31, 1871.... 333,559 17

\$54,706,789 84

President.—JOHN F. TRACY.

Vice President.—M. L. SYKES, JR.

Directors.—J. M. Burke, Geo. S. Scott, A. G. Dulman, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, David Dow, Francis H. Tows, R. P. Flower, New York; J. L. Ten Have Frzn, Amsterdam, Holland; Wm. L. Scott, Milton Courtright, Erie; Wm. H. Ferry, Henry H. Porter, John F. Tracy, Chicago; B. F. Allen, Des Moines, Iowa.

Secretary & Treasurer.—ALBERT L. PRITCHARD.

General Manager—JAMES H. HOWE.

Gen'l Superintendent.—JOHN C. GAULT.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease roads.	Stock out-standing	Dividend payable.	Last date rods.	Marked thus (*) are leased roads.	Stock out-standing	Dividend periods.	Last date rods.	Marked thus (*) are leased roads.	Stock out-standing	Dividend periods.	Last date rods.
Albany & Susquehanna *100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven 100	4,700,250	J. A. J&O	Oct. '71 3	Portl., Saco & Portsmouth 100	\$1,500,000	J. & D.	Jun. '71 5
American Central -----100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph 100	4,151,700	-----	Aug. '70 3	Ports. Gt. Falls & Conway 100	170,000	J. & J.	July '71 4
Atlanta and West Point -----100	1,232,200	J. & J.	July '70 4	Do. go pref. 100	5,078,224	-----	Aug. '70	Providence & Worcester 100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina -----100	5,446,225	-----	-----	Hanover Branch, Pa. -----100	116,850	M. & N.	May '71 5	Raleigh and Gaston -----100	-----	-----	July '71 6
Atlantic & Gt. Western -----100	25,879,923	-----	-----	Housatonic -----100	820,000	-----	-----	Rensselaer and Saratoga -----100	6,000,000	A. & O.	Apr. '71 3
" " " " pref. 50	1,919,000	-----	-----	" pref. 100	1,180,000	J. & J.	July '71 4	Richmond and Danville -----100	4,000,000	-----	-----
Atlantic & St. Lawrence *100	2,494,900	M. & S.	Sept. '71 2	Huntingdon & B'd Top -----50	615,950	-----	-----	Richmond and Petersburg 100	847,100	-----	-----
Augusta and Savannah -----100	733,700	J. & J.	Jan. '70 8	" Iref. 50	212,350	J. & J.	Jn. '68 34	Rich., Fred. and Potomac 100	1,041,800	-----	-----
Baltimore and Ohio -----100	13,151,962	A. & O.	Apr. '71 4	Illinoia Central -----100	25,280,240	J. & J.	Aug. '71 5	Rockport -----100	88,460	-----	Nov. '67 2
Do. Washington Br. -----100	1,860,000	A. & O.	Apr. '71 6	Indianapolis, Cin. & Lafay. 50	6,185,397	M. & S.	Sep. '67 4	Rome, Watert. and Og'b'n. 100	2,998,000	J. & J.	July '71 4
Baltimore City Passenger -----670,000	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jun. '65 6	Rutland preferred -----100	1,831,400	F. & A.	Aug. '71 3
Bay de Noquet & Marq. -----100	1,250,400	A. & O.	Apr. '68 3	Joliet and Chicago *100	1,600,000	J. A. J&O	July '71 13	St. L., Alt. and T. Haute. 100	2,300,000	-----	Annual.
Belvidere Delaware -----100	995,800	-----	-----	Joliet & North. Indiana *100	300,000	J. & J.	July '71 4	" " " " prel. 100	2,040,000	-----	May '68 7
Berkshire -----100	600,000	J. A. J&O	July '71 13	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aux. '71 4	St. L., Jack'n. and Chic'o. 100	2,478,750	-----	-----
Biosburg & Corning *50	250,000	-----	-----	" " " " guar. 100	633,500	F. & A.	Aug. '71 4	Sandusky and Cincinnati 100	2,089,000	-----	-----
Boston and Albany -----100	15,150,800	M. & N.	May '71 5	Lackawanna & Blooms. 100	1,836,500	-----	-----	" " " " pref. 100	445,500	M. & N.	May '71 3
Boston and Chelsea -----100	110,000	A. & O.	Oct. '71 4	Leeds and Farmington *-----	-----	J. & J.	July '71 3	Sand. Mansf. and Newark 100	905,222	-----	-----
Boston, Concord & Mont. 100	459,600	-----	-----	Lehigh and Mahanoy -----50	2,158,665	J. & J.	Jan. '67 6	Savannah and Charleston 100	1,000,000	-----	-----
Do. do. pref. 100	1,340,400	M. & N.	May '71 3	Lehigh and Susquehanna 50	8,739,800	M. & N.	May '67 5	Schuylkill and Susqueh'a. 50	1,269,150	J. @ J.	July '71 5
Boston and Lowell -----100	2,215,000	J. & J.	July '71 4	Lehigh Valley -----50	17,176,400	J. A. J&O	Oct. '71 5	Second and Third St. (Ph.) 50	203,757	J. @ J.	Jul. '71 2
Boston and Maine -----100	4,471,275	J. & J.	Nov. '71 3	Lehigh Luzerne -----50	344,560	J. & J.	Jan. '69 4	Schuylkill Valley *-----50	576,050	J. & J.	Nov. '70 4
Boston and Providence -----100	3,700,000	J. & J.	June '71 5	Little Miami. *-----50	3,572,400	M. J. S. D.	Sept. '71 2	Seaboard and Roanoke 100	868,200	M. & N.	July '70 2
Broadway (South Boston) 50	400,000	J. A. J&O	Oct. '71 24	Little Schuylkill *-----50	2,646,100	J. & J.	July '71 5	Second Avenue (N. Y.) 100	670,000	-----	Dec. '70 2
Broadwy' & 7th Av. (N. Y.) 100	2,100,000	J. & J.	June '70 3	Lomb. and South St. (Ph.) 50	90,000	-----	17th & 19th streets (Ph.) 50	130,000	-----	-----	
Brooklyn City -----100	1,000,000	F. M. A.	Aug. '71 3	Louisv., Cin. and Lex. 50	8,000,000	M. & S.	Sept. '71 3	Shamokin V. and Pottsv. *50	869,460	F. & A.	Aug. '71 3
Brooklyn City & Newlin 100	393,800	-----	-----	" " " " pref. 100	1,923,482	J. & J.	Jul. '69 3	Shoe Line -----100	63,200	J. & J.	Jul. '71 3
Buffalo, Bradford & Pitts 100	1,100,000	M. & N.	May '71 5	Louisv. and Nashville 100	8,680,900	F. & A.	Feb. '71 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 3
Buff., New York & Erie *100	950,000	F. & A.	Aug. '71 3	Lowell and Lawrence 100	200,000	A. & O.	Oct. '71 3	South Carolina -----100	5,819,275	-----	-----
Buffalo and Erie -----100	5,000,000	-----	-----	Lowell Horse -----100	55,830	J. & J.	Jan. '70 3	South Shore -----100	259,655	-----	Jul. '68 3
Burlington and Mo. Riv. 100	1,237,000	M. & N.	May '71 5	Macon and Western 100	2,500,000	M. & N.	May '71 5	South Western, Georgia *100	3,939,900	F. & A.	Aug. '71 4
Cambridge Horse (Boston) 100	7,700	A. & O.	Oct. '71 4	Mahanoy & B'd Mount *50	1,676,915	-----	-----	Stony Brook -----100	261,300	M. & N.	May '70 3
Camden and Amboy -----100	5,847,800	F. & A.	Aug. '71 3	Maine Central 100	3,400,500	-----	Stockbridge & Pittsfield *100	448,700	-----	-----	
Camden and Atlantic -----100	377,100	-----	-----	Marietta & Cincinnati 100	2,029,778	M. & N.	May '71 5	Summit Branch -----100	250,000	F. & A.	Aug. '71 3
" " pref. 50	753,69	-----	-----	" " " " 1st pref. 50	8,130,179	M. & S.	Sep. '66 3	Troy, Bingham and N. Y. 100	1,314,130	-----	-----
Camden & Burlington Co. 100	321,000	J. & J.	July '69 3	" " " " 2d pref. 50	4,460,368	F. & A.	Dec. '70 ?	Taunton Branch -----100	400,000	J. @ D.	July '71 4
Cape Cod -----6	915,57	J. & J.	Jul. '71 2	Massawippi -----100	400,000	M. & S.	-----	Terre Haute and Indiana 50	1,988,150	J. & J.	July '71 6
Cape May and Millville *50	50	F. & A.	Aug. '70 4	Memphis and Charleston 100	5,312,725	-----	Third Avenue (N. Y.) 100	1,760,000	J. @ J.	May '70	
Catawissa, pref. -----50	2,200,000	M. & N.	May '71 3	Memphis and Ohio -----100	670,000	F. & A.	Dec. '70 5	Thirteenth and Fif. (Ph.) 50	2,440,000	J. @ J.	July '71 2
Cayuga & Susquehanna *50	689,111	J. & J.	July '71 4	Metropolitan (Boston) 100	1,250,000	J. & J.	July '71 5	Tol., Peoria and Warsaw 100	2,700,000	-----	-----
Cedar Rapids & Mo. pref. 100	765,000	M. & N.	May '71 3	Michigan Central 100	13,225,548	J. & J.	July '71 5	Union Transport'n (Bos.) 100	1,700,000	-----	January
Central of Georgia -----100	4,666,300	J. & J.	July '70 5	Middleboro' and Taunton 100	149,029	J. & D.	Dec. '70 2	" (E. D.) pref. 100	1,700,000	-----	1870,114s
Central of New Jersey -----100	15,000,000	J. & J.	Oct. '71 24	Middlebury (Boston) 100	400,000	J. & D.	Oct. '71 3	" (W. D.) pref. 100	1,300,000	-----	-----
Central Ohio -----100	2,425,000	J. & J.	June '71 24	Mill Creek and Minehi 50	323,375	J. & J.	July '71 6	Tol., Wabash and West. 100	14,700,000	-----	-----
Do. pref. -----100	400,000	J. & J.	June '71 24	Millville and Glassboro 50	405,420	F. & A.	Feb. '70 5	" " " " pref. 100	1,000,000	M. & N.	May '70 3
Gen. Park, N. & E. River 100	970,000	J. & J.	Oct. '67 24	Milw. & St. Paul 100	11,422,664	F. & A.	Dec. '70 5	Troy and Boston 100	607,111	-----	-----
Chemung -----100	380,000	J. & J.	Sept. '71 5	" " " " pref. 100	10,424,903	F. & A.	Dec. '70 7	Troy and Greenbush 100	2,440,000	J. & D.	Jun. '71 3
Cheshire, preferred -----100	2,056,926	J. & J.	July '71 2	M. Hill and Schnylk. Haven 50	3,586,450	J. & J.	Dec. '70 7	Union Transport'n (Bos.) 100	200,000	M. & N.	Nov. '70 4
Chicago and Alton -----100	8,925,500	M. & S.	Sept. '71 5	M. Hill and Ohio 100	4,289,820	J. & J.	July 13	Union (Phila.) 100	291,475	J. @ J.	July '71 3
" " pref. 100	2,425,400	M. & S.	Sept. '71 5	Montgomery & W. Point 100	1,644,105	J. & D.	Dec. '67 4	Utica and Black River 100	1,000,000	J. & J.	July '71 4
Chicago, Bur. & Quincy *50	16,590,210	J. & J.	July '71 5	Morris and Essex 50	11,900,950	J. & D.	Dec. '71 2	Vermont and Canada 100	2,500,000	-----	-----
Chicago, Iowa and Nebraska 100	1,000,000	J. & J.	July '71 5	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	July 13	Vermont Central 100	5,000,000	-----	-----
Chicago and Milwaukee *100	2,227,000	J. & J.	July '71 5	Nashua and Lowell 100	120,000	M. & N.	May '71 5	Vermon and Massachus'ta 100	2,660,000	J. & J.	July '71 2
Chicago & N. Western -----100	14,670,629	J. & J.	June '71 5	Nashville & Chattanooga 100	2,056,544	-----	-----	Vicksburg and Meridian 100	357,408	-----	-----
" " pref. 100	20,370,293	J. & J.	June '71 5	Naugatuck -----100	1,818,000	F. & A.	Dec. '70 5	Virginia Central 100	3,353,679	-----	-----
Chicago, R. I. & Pacific -----100	17,000,000	A. & O.	Oct. '71 4	New Bedford & Taunton 100	500,000	A. & O.	Oct. '71 4	Virginia and Tennessee 100	3,506,300	-----	-----
Cin. Ham. & Dayton -----100	3,600,000	A. & O.	Apr. '71 4	New Haven & N. Londou 100	738,538	A. & O.	Oct. '71 4	Western Union 100	2,707,603	-----	-----
Cincinnati City Passenger -----5	5,000,000	J. & J.	Jan. '68 2	Montgomery & W. Point 100	1,644,105	J. & D.	Dec. '67 4	West Jersey 100	5,209,000	F. & A.	Aug. '71 4
Cinc. Sand. & Cle. pref. 50	428,646	M. & N.	May '71 3	Morris and Essex 50	11,900,950	J. & D.	Jan. '68 2	West Philadelphia 100	249,100	J. & J.	July '71 5
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '71 7	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	July 13	Wilm. and Weldon 100	1,463,776	-----	-----
Clev., Col., Clin. & Ind. 100	11,620,000	F. & A.	Aug. '71 3	Nashua and Lowell 100	120,000	M. & N.	May '71 5	Winchester and Potomac 100	1,547,600	J. & J.	Jan. '71 3
Cleveland and Mahoning *50	2,056,750	M. & N.	May '71 3	Naugatuck & Owego 100	1,000,000	A. & O.	Oct. '71 4	Warren 100	1,547,600	J. & J.	-----
Cleveland and Pittsburgh 50	7,494,688	F. M. A.	Aug. '71 2	Naugatuck & Owego 100	1,000,000	A. & O.	Oct. '71 4	Worcester and Nashua 75	1,400,555	J. & J.	July '71 9
Cleveland and Toledo *50	5,000,000	F. & A.	Aug. '71 4	New York & New Haven 100	9,000,000	J. & J.	July '71 4	-----	-----	-----	-----
Columbus and Xenia -----5	1,786,500	M. J. S. D.	Sept. '71 2	New York & New Haven 100	9,000,000	J. & J.	July '71 4	-----	-----	-----	-----
Concord -----100	1,600,000	M. & N.	May '71 5	N. Y. Prov. & Boston 100	2,000,000	J. & J.	July '71 4	Cheapeake and Delaware 50	1,983,563	J. & D.	June '71 3
Concord & Ports, guar. -----100	350,000	J. & J.	July '71 3	Old Colony & Newport 100	1,000,000	J. & J.	July '71 4	Chesapeake and Ohio 25	8,228,596	-----	-----
Goney Island & Brooklyn 1/3 -----500,000	500,000	J. & J.	July '71 3	Niag. Bridge & Can. andai 100	1,000,000	J. & J.	July '71 3	Delaware Division 50	1,633,350	F. & A.	Aug. '71 4
Conn. & Passum. 50	2,084,200	F. & A.	Aug. '71 3	Norfolk & Petersb'g guar. 100	137,500	J. & J.	Jan. '71 3	Delaware and Hudson 100	15,000,000	F. & A.	Aug. '71 5
Connecticut River -----100	1,700,000	J. & J.	July '71 3	North Carolina -----100	4,000,000	A. & J.	July '70 3	Delaware and Raritan 100	5,847,677	F. & A.	Aug. '71 3
Cumberland Vaikv. -----5	1,316,900	A. & O.	Jan. '71 4	Northern Central 100	5,000,000	M. & N.	May '71 3	Erie of Pennsylvania 60	64,000	-----	-----
Danbury and Newrwa. 5	400,000	J. & J.	Dec. '70 3	North Eastern (N. C.) pref. 100	155,000	J. & D.	June '71 4	Lehigh Coal and Navigat. 60	60,000	M. & N.	My '67 3
Dayton and Michigan *50	2,400,000										

NATIONAL AND STATE SECURITIES.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Adirondack:											
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	...	Buffalo, Corry and Pittsburg:				
Alabama and Chattanooga:							1st Mortgage (B., C. & P. of Pa.)	\$ 100,000	7	Jan. & July.	New York.
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	...	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"
2d Mortgage	9,000pm	8	"	"	1889	...	Buffalo, New York and Erie:				1886
Alabama and Georgia :							1st Mortgage.....	2,000,000	7	June & Dec.	New York
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	...	2d Mortgage.....	580,000	7	May & Nov.	"
Albany and Susq.(D. & H. Canal):						...	Burlington, Cedar Rapids & Minn.:				1877
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	...	1st Mortgage conv. & skg P'd. gold	20,000pm	7*	May & Nov.	New York.
2d Mortgage, 1865	2,000,000	7	April & Oct.	"	1885	93	Burlington and Missouri River:				1872
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	...	Stock Bonds redeem. in pref. st'k	600,000	7	"	"
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	...	Stock Bonds "	1,999,330	8	Jan. & July.	Bost. & N. Y.
Allegheny Valley:						...	Stock Bonds "	1,250,000	8	April & Oct.	"
1st General Mortgage, 1866.....	4,000,000	7.5	Jan. & July.	New York.	1896	94	Stock Bonds conv. into com. st'k	1,246,000	8	Jan. & July.	"
1st Mortgage, Eastern Extension	49,000	7	.....	.....	.....	...	Stock Bonds "	900,000	8	"	"
Special Bonds to State of Penn.	3,500,000	5	.....	.....	.....	...	1st Mort. (Branch) bonds.....	5,060,020	7	April & Oct.	New York.
American Central (C. B. & Q.):						...	1st Mortgage land grant inconv.	3,300,000	8	Jan. & July.	Boston.
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	...	California Pacific:				1894
Androscoggin:						...	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	...	Camden and Amboy:				1889
Andros. & Kennebec (Maine C.):						...	Sterling Bonds, £288,600 @ 4.84.	1,396,824	6*	April & Oct.	London.
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	...	Dollar Loan of 1875.....	675,000	6	"	New York.
Atchison, Topeka and Santa Fe:						...	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	83	Dollar Loan of 1889.....	866,000	6	March & Sept.	"
Atlanta and Richmond Air Line:						...	Consolidated Loan.....	4,929,200	6	June & Dec.	"
1st Mortgage tax free, 1870...gold	16,000pm	8*	Jan. & July.	New York.	1900	...	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.
Atlantic and Great Western:						...	Dollar (United Co's) Loan.....	154,000	6	"	New York.
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	...	Camden and Atlantic:				1894
2d Mortgage (N.Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	...	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	...	2d Mortgage of 1854.....	500,000	7	April & Oct.	"
Atlantic and Gulf:						...	Camden and Burlington County:				1873
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	...	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.
Atlantic, Mississippi and Ohio:						...	Carthage & Burlington(C.B. & Q.):	600,000	8	May & Nov.	New York.
Atlantic and North Carolina:	15,000pm	7	.....	New York.	1901	...	1st Mortgage guar. and free tax..	232,000	7	Feb. & Aug.	Philadelphia.
Atlantic and Pacific:	200,000	8	Jan. & July.	New York.	1873	...	Catawissa:				1882
Land Mort. (500,000 acres)...gold	3,000,000	6*	Jan. & July.	New York.	1888	...	1st Mortgage.....	294,000	7	April & Oct.	New York.
1st Mortgage (So. Pacific)...gold	7,250,000	6*	"	"	1888	...	1st Mort. (C. F. to Waver. 14 m.)	1,377,000	7	Jan. & July.	"
Bald Eagle Valley (Penn. R.R.):						...	Cedar Rapids & Mo.Riv. (C&NW):				1907
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	...	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.
2d Mortgage	100,000	7	"	"	1884	...	Central Branch Union Pacific:				1896
Baltimore and Ohio:						...	1st Mort. (Atch. & Pike's) P.gold	1,600,000	6*	Mav & Nov.	New York.
Loans of 1856, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	2d Mortgage Governm't subsidy.....	1,600,000	6	Jan. & July.	"
Loans of 1850.....	579,500	6	"	"	1880	...	Central of Georgia:				1896
Loans of 1853.....	1,710,500	6	April & Oct.	"	1885	934	1st Mortgage.....	789,000	7	March & Sept.	Savannah.
Loan of 18-0.....sterling	3,872,000	6*	March & Sept.	London.	1895	...	Central of Iowa:				1875
Loan of 1853 (Baltimore) skg fd.	5,000,000	6	Jan. & July.	Baltimore.	1890	...	1st Mort. conv. & tax free...gold	16,000pm	7*	Jan. & July.	New York.
Baltimore and Potomac:						...	2d Mortgage.....	254,000	7	May & Nov.	New York.
1st Mort. of '69 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	...	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"
Bangor and Piscataquis:						...	Central Ohio (B. & O.):				1890
1st Mortgage (Bangor) loan....	58,000	6	April & Oct.	Bangor.	1890	...	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.
Barclay Coal:						...	Central Pacific of California:				1890
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	...	1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.
Bay City and East Saginaw:						...	Subordinate Loan (Int. by State)	1,500,000	7*	"	"
1st Mort. guar. by F. & P.Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	...	Convertible bonds.....	1,500,000	7*	"	"
Bay de Noquet and Marquette:						...	Income bonds.....	10,000,000	6	"	"
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	...	Charleston and Savannah:				1896
Belfast and Moosehead Lake:						...	1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.
1st Mort. guar. by M.C.C. gold.	150,000	6*	May & Nov.	Portland.	1890	...	Charlotte, Columbia & Augusta:				1870
Bellefontaine & Ind. (C.C.C. & Ind.):						...	1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.
1st Mortgage.....	637,000	7	Jan & July.	New York.	'70-'90	...	1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"
Bellefonte and Snow Shoe:						...	1st Mortgage (consol. 195 m.)	786,000	7	"	"
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	...	Cheraw and Darlington:				1896
Beloit and Madison (C. & N.W.):						...	1st Mortgage.....	150,000	7	April & Oct.	Charleston.
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	150,000	7	Jan. & July.	"
Belvidere Delaware:						...	Cherry Valley, Sharon & Albany:				1870
1st Mortgage (guaranteed by	1,000,000	6	June & Dec.	New York.	1877	...	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.
2d Mortgage { Camden and	495,500	6	March & Sept.	Princeton.	1885	82	Chesapeake and Ohio:				1890
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	81	Console, sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.
Blue Ridge, (S. Car.):						...	1st Mort. (Va.Cen.H.R. 205 m.gr.)	100,000	6	Jan. & July.	"
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	...	2d Mort. (	186,500	6	"	"
Boston, Clinton and Pitchburg:						...	3d Mort. (	901,000	6	"	"
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	...	Income.....	300,000	8	"	"
Equalization or consol. bonds..	248,000	6	"	"	1884	...	Cheshire:				1876
2d Mortgage of 1869-'70.....	162,500	7	"	"	1899	...	Plain bonds.....	771,000	6	Jan. & July.	Boston.
Boston, Concord and Montreal:						...	Chester Creek:				1878-80
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	...	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.
2d Mort. conv. (1st M. on 224 m.)	150,000	6	Jan. & July.	Boston.	1870	...	1st Mortgage.....	1,000,000	10	May & Nov.	St. Louis.
2d Mort. conv. (1st M. on 224 m.)	200,000	7	"	New York.	1870	...	1st Mortgage sinking fund.....	600,000	7*	May & Nov.	New York.
Sinking Fund Mortgages.....	507,000	6	"	"	1889	...	1st Mortgage.....	600,000	7	May & Nov.	"
Boston, Hartford and Erie:						...	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.
1st Mortgage (old).....	250,000	7	March & Sept.	Boston.	1884	...	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	24	1st Mortgage.....	2,400,000	7	Jan. & July.	"
1st Mortgage (new) guar. by Erie	3,000,000	7	"	New York.	1899	...	2d Mortgage Income.....	1,100,000	7	April & Oct.	"
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	...	1st Mortgage Tamaroa:				1888
Boston and Lowell:						...	1st Mortgage.....	600,000	7	May & Nov.	New York.
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	...	1st Mortgage.....	600,000	7	May & Nov.	"
Scrip certificates.....	380,000	3	January.	"	1873	...	1st Mortgage.....	2,825,000	8	Jan. & July.	New York.
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	...	1st Mortgage.....	150,000	8	"	"
Brunswick and Albany:						...	1st Mortgage.....	400,000	7	April & Oct.	"
1st Mort. endorsed by Ga...gold	3,030,000	6*	April & Oct.	New York.	1908	...	1st Mortgage.....	941,000	4	July.	Frankfort.
2d Mort. sinking fund.....gold	2,350,000	7*	"	"	1893	...	2d Mort. (4 p.c. after Jul. '75) gold	738,002	8	Jan. & July.	New York.
Buffalo, Bradford and Pittsburg:						...	American Cen. R.R. (57 m.) guar.	600,000	8	May & Nov.	"
1st Mortgage guar. by Erie.....	580,000	7	Jan. & July.	New York.	1896	...	Carthage & Burl. R.R. (30m) guar.	800,000	8	Jan. & July.	"
Buffalo and Erie (L. Sh. & M. So.):						...	Dix, Peo. & Han. R.R. (46m) guar.	960,000	8	April & Oct.	"
Bonds of Buff. and State Line..	100,000	7	May & Nov.	New York.	1873	...	Illinoia Gr. Trunk R.R. (44m) guar.	1,000,000	8	"	"
Bonds of Buff. and State Line..	200,000	7	Jan. & July.	"	1882	...	Keokuk & St.Paul (424 m.) guar.	1,200,000	8	Jan. & July.	"
Bonds of Erie and Northeast..	300,000	7	March & Sept.	"	1886	...	Ott., Osw. & Fox Rv. VI.R.R. (70m) guar.	1,200,000	8	Jan. & July.	New York.
Consol. bonds of April 1, 1868..	3,000,000	7	April & Oct.	"	1898	...	Peoria & Hannib. R.R. (314 m.) guar.	600,000	8	"	"
						...	Quincy & War. R.R. (40 m.) guar.	800,000	8	"	"
						...	Chicago and Great Eastern:				1878
						...	Construction Bonds.....	400,000	7</		

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Date.	Interest Payable.			Description of Bonds.	Amount.	Date.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Chicago, Cincinnati and Louiev.:						Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7 Jan. & July.	New York.	1887	---	1st Mortgage skg fund.....	\$1,498,000	7 April & Oct.	New York.	1897	---	
Chicago, Danville and Vincennes:						2d Mortgage.....	118,000	7 Jan. & July.	" "	1890	---	
1st Mortgage S. F. ....gold	2,500,000	7* April & Oct.	New York.	1909	87	Columbus, Springfield and Cln.:			New York.	18-	---	
Chicago, Dubuque & Minnesota:						1st Mortgage for \$1,000,000.....		7				
1st Mortgage guaranteed.....	25,000pm	7 April & Oct.	New York.	1901	---	Columbus and Xenia:						
Chicago and Illinois Southern:						1st Mortgage.....	302,000	6 March & Sept.	New York.	1890	---	
1st Mortgage, 162 miles.....	3,078,000	8 March & Sept.	New York.	1900	---	Concord and Claremont:			Boston.	Due.	---	
Chicago, Iowa and Nebraska:						1st and 2d Mortgage.....	374,000	6				
2d (now 1st) Mortgage guar.....	591,700	7 Jan. & July.	New York.	1880	95	Connecticut and Passumpsic Riv.:			Boston.	1876	92	
3d (now 2d) mortgage.....	218,000	7 Feb. & Aug.	"	1892	---	1st Mortgage skg fund, 1856.....	455,800	6 June & Dec.	Boston.	1876	100	
Chicago & Milwaukee(C. & N.W.):						Notes payable, coupon tax free.....	559,429	7 " "	" "	1876	100	
1st Mortgage on 45 miles guar...	397,000	7 May & Nov.	New York.	1874	---	Connecticut River:						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7 Jan. & July.	"	1898	93	1st Mortgage skg fund.....	250,000	6 March & Sept.	Boston.	1878	---	
Chicago and Northwestern:						Connecticut Western:			Hartford.	18-	---	
Pref. sinking fund b'ds (193 m.).	1,245,500	7 Feb. & Aug.	New York.	1885	99	1st Mortgage.....	81,500	7				
Interest (Fed corp.) b'ds (193m.).	755,000	7 May & Nov.	"	1883	95	Connecting (Philadelphia):						
1st Mortgage General (193 m.).	3,588,000	7 Feb. & Aug.	"	1886	94	1st Mortgage.....	1,000,000	6 March & Sept.	Philadelphia.	1890	86	
1st Mortgage, Appleton Ext.	184,000	7 " "	"	1885	---	Contoocook River:			Boston.	18-	---	
1st Mortgage, Green Bay Ext.	300,000	7 " "	"	1885	---	1st Mortgage.....	30,000	6				
Equipment Mortgage.....	101,000	7 April & Oct.	"	1874	---	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.)	1,786,000	7 Feb. & Aug.	"	1882	---	1st Mortgage.....	100,000	7 Jan. & July.	New York.	1880	---	
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7 May & Nov.	"	1875	---	Conn. Bluff & St. J. (K. St. J. & C. B.):						
Miss. Riv. Bridge (" ")	200,000	7 Jan. & July.	"	1884	---	1st Mortgage.....	500,000	7 Jan. & July.	New York.	1880	---	
1st Mort. (Elgin and State Line).:	135,000	7 " "	"	1878	---	2d Mortgage.....	150,000	10 " "	" "	1872	---	
1st Mortgage (Peninsula).:	767,000	7 March & Sept.	"	1898	---	Covington and Lex. (Ky. Cen.):						
Consol. skg fund Mort. (800 m.).	2,546,000	7 May & Nov.	"	1915	92	1st Mortgage March 1862.....	120,000	7 March & Sept.	New York.	1872	---	
Equipment Mortgage.....	275,000	10 " "	"	1871	---	2d Mortgage March 1863.....	844,000	7 " "	" "	1883	---	
1st Mort. (Chic. & Mil. R. R.)	397,000	7 May & Nov.	"	1874	---	3d Mortgage June 1865.....	237,000	7 June & Dec.		" "	1885	---
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7 March & Sept.	"	1874	---	Cumberland Coal and Iron:						
3d Mort. (" " " 40m.)	10,500	7 June & Dec.	"	1898	---	1st Mortgage of March 1866.....	803,500	6 March & Sept.	New York.	1891	---	
1st Mort. (Chi. & Mil. R. R. W.) 85m.	1,185,000	7 Jan. & July.	"	1898	93	2d Mortgage of May 1, 1868.....	770,000	6 May & Nov.	" "	1888	---	
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7 " "	"	1888	---	1st Mort. (George's Cr.) assumed.....	98,600	6 June & Dec.	" "	1881	---	
1st Mort. (Mad. Ext'n.) 126 m. id	3,150,000	7 April & Oct.	"	1911	---	Cumberland Valley:						
1st Mort. (Men. Ext'n.) 120 m. id	2,700,000	7 Jan. & July.	"	1911	---	1st Mortgage.....	161,000	8 April & Oct.	Philadelphia.	1904	---	
Chicago & Mich. Lake Shore:						2d Mortgage.....	109,500	7 " "	" "	1908	---	
1st Mortgage.....	4,000,000	8 March & Sept.	New York.	1889	---	Plain bonds.....	81,800	8 Jan. & July.	New York.	1880	---	
Chicago, Pekin & Southwestern:						Danbury and Norwalk:						
1st Mortgage .....gold	16,000pm	7* Jan. & July.	New York.	1891	---	1st Mortgage of 1869.....	100,000	7 Jan. & July.	New York.	1880	---	
Chicago, Rock Island and Pacific:						1st Mortgage of 1869.....	200,000	7 " "	" "	1890	---	
1st Mortgage (consol.)	9,000,000	7 Jan. & July.	New York.	1896	100	Davenport and St. Paul:						
Chi. & Southwes'tn(C. R. I. & Pac.):						1st Mortgage of June 1, 1870.....	20,000pm	7 June & Dec.	New York.	1890	---	
1st Mort. guar. and tax free, gold	5,000,000	7* May & Nov.	New York.	1889	---	Dayton and Michigan:						
Chilllicothe & Brunswick (N.Mo.):						1st Mortgage sinking fund.....	2,776,000	7 Jan. & July.	New York.	1884	---	
1st Mortgage guaranteed.....	500,000	8 Jan. & July.	New York.	1894	---	2d Mortgage.....	642,000	7 March & Sept.	" "	1879	---	
Cincinnati, & Balt. (Mar. & Cin.):						3d Mortgage.....	700,000	7 April & Oct.	" "	1888	---	
1st Mortgage guaranteed.....	500,000	7 April & Oct.	Baltimore.	18-	---	Toledo Depot bonds.....	169,500	7 March & Sept.	" "	1871	---	
Cincinnati, Hamilton and Dayton:						Dayton and Union:						
1st Mort. of 1853 extended.....	1,250,000	7 May & Nov.	New York.	1880	---	1st Mortgage, registered.....	149,000	7 March & Sept.	New York.	1879	---	
2d Mortgage of 1866.....	500,000	7 Jan. & July.	"	1885	---	2d Mortgage.....	135,000	7 June & Dec.	" "	1879	---	
3d Mortgage of 1867, skg fund.....	282,000	8 June & Dec.	"	1877	---	Income Bonds.....	252,445	6 " "	" "	1879	---	
Cinc. and Indiana (C. Laf. & Chi.):						Dayton and Western:						
1st Mortgage guaranteed.....	500,000	7 June & Dec.	New York.	1892	---	1st Mortgage.....	275,000	7 Jan. & July.	New York.	1906	---	
2d Mortgage guaranteed.....	1,500,000	7 Jan. & July.	"	1877	---	1st Mortgage.....	433,000	6 " "	" "	1906	---	
Cincinnati and Indianapolis June:						Decat'ur E. St. Louis (T. W. & W.):						
1st Mortgage.....	1,200,000	7 Jan. & July.	New York.	1888	---	1st Mortgage.....	2,700,000	7 Jan. & July.	New York.	1890	---	
2d Mortgage.....	800,000	7 March & Sept.	"	1893	---	Decatur, Sullivan and Mattoon:						
1st Mortgage (Newcastle Br.):	250,000	7 June & Dec.	"	1884	---	1st Mortgage.....	500,000	8 March & Sept.	New York.	1901	---	
Cincinnati, Lafayette and Chi.:						Delaware:						
1st Mortgage.....gold	20,000pm	7* March & Sept.	New York.	1901	---	1st Mortgage.....	500,000	6 Jan. & July.	Philadelphia.	1875	---	
Cin. and Martinsville (C. & Laf.):						Delaware State Loan.....	170,000	6 " "	" "	1876	---	
1st Mortgage guaranteed.....	400,000	7 Jan. & July.	New York.	1895	---	Guaranteed Bonds.....	100,000	6 " "	" "	1875	---	
Cincinnati, Richmond & Chicago:						Exten. (Seaf. to Delmar) bonds.....	100,000	6 " "	" "	1880	---	
1st Mortgage.....	560,000	7 Jan. & July.	New York.	1895	---	Delaware, Lackaw. & Western:						
Cincinnati, Sandusky and Clev.:						1st Mort. (Lack. & Western).....	564,000	7 Jan. & July.	New York.	1871	---	
1st Mortgage of 1867.....	1,051,861	7 June & Dec.	New York.	1890	82	1st Mort. (E. St. Louis).....	1,111,000	7 April & Oct.	" "	1875	100	
1st Mort. (San. Day. and Cin.):	998,000	6 Feb. & Aug.	Boston.	1900	77	2d Mort. (General).....	1,633,000	7 March & Sept.	" "	1881	97	
1st Mort. (San. City and Ind.):	350,000	7 March & Sept.	"	1877	91	Denver Pacific:						
Cincinnati and Zaneville:						1st Mortgage (Land grant)....gold	2,500,000	7* May & Nov.	New York.	1897	---	
1st Mortgage.....	1,300,000	7 May & Nov.	New York.	1893	---	De Moines Valley:						
Clev., Col. and Cinc. (C. C. & I.):						1st Mortgage (on 154 miles).....	2,310,000	8 April & Oct.	New York.	1877	---	
1st Mort. \$25,000 a year.....	365,000	7 June & Dec.	New York.	1899	---	1st Mortgage Land grant.....	4,690,000	8 " "	" "	1898	---	
Clev., Col., Cin. & Indianapolis:						Income Bonds.....	482,000	7 Jan. & July.	" "	1884	---	
1st Mortgage sinking fund.....	2,004,000	7 May & Nov.	"	1874	---	Detroit, Hilledale and Indiana:						
1st Mort. (C. & C. R. R.):	365,000	7 June & Dec.	"	1876	---	1st Mort. (16,000 p. m.)....guar.	1,080,000	8 June & Dec.	New York.	1890	87	
1st Mort. (Bell. and Ind. R. R.):	646,000	7 Jan. & July.	"	1874	---	Detroit, Lansing & L. Michigan:						
Cleveland and Mahoning:						1st Mortgage.....	3,000,000	8 May & Nov.	New York.	1890	---	
1st Mortgage.....	810,500	7 Feb. & Aug.	New York.	1873	---	2d Mortgage.....	770,000	8 Jan. & July.	" "	1879	---	
3d Mortgage sinking fund.....	654,500	8 March & Sept.	"	1876	---	2d Mortgage Ionia and Lansing.....	300,000	8 May & Nov.	" "	1880	---	
1st Mort. (Hubbard Br.) skg f'd.	117,500	7 Jan. & July.	"	1881	---	2d Mortgage Milwaukee:						
Clev., Mt. Vernon and Delaware:						1st Mortgage, convertible.....	2,500,000	7 May & Nov.	New York.	1875	---	
1st Mort. for \$1,500,000....gold	143,000	7* Jan. & July.	New York.	1900	---	2d Mortgage.....	1,000,000	8 " "	" "	1875	---	
Clev., Painesv. & Ash. (L. Shore):						1st Mortgage Funded Coupons.....	628,525	7 Jan. & July.	" "	1875	---	
1st Mortgage Sunbury and Erie:	500,000	7 Jan. & July.	New York.	1874	97	2d Mortgage Funded Coupons.....	377,115	7 May & Nov.	" "	1875	---	
2d Mortgage (registered).....	1,000,000	7 " "	"	1880	---	Bonds of June 30, 1866, (cond.).....	1,916,639	6 " "	" "	1886	---	
3d Mortgage.....	1,000,000	7 April & Oct.	"	1892	98	2d Mortgage.....	300,000	6 March & Sept.	New York.	1886	---	
Cleveland and Pittsburg:						Sterling (Oakl. & Ottawa R. R.).....	150,867	6* May & Nov.	NY. & Detroit.	1873	---	
2d Mortgage.....	790,500	7 March & Sept.	New York.	1873	---	Dollar (C. & L. & T. R. R.).....	51,000	7 " "	NY. & London.	1873	---	
3d Mortgage.....	1,358,000	7 May & Nov.	"	1875	9;	Detroit, Mon. & Tol. (M. S. & N. L.):			New York.	1873	---	
4th Mortgage.....	1,104,844	6 Jan. & July.	"	1802	84	1st Mortgage Aug. 1, 1866.....	924,000	7 Feb. & Aug.	New York.	1876	---	
Conso. skg f'd Mort. \$5,000,000.	528,000	7 May & Nov.	"	1900	95	2d Mortgage.....	150,000	7 April & Oct.	New York.	1878	---	
Cleveland & Toledo (L.S. & M. So.):						1st Mortgage.....	100,000	7 Jan. & July.	" "	1878	---	
1st Mortgage Sinking Fund.....	2,104,000	7 Jan. & July.	New York.	1885	100	2d Mortgage.....	250,000	8 Feb. & Aug.	" "	1886	---	
2d Mortgage.....	864,000	7 April & Oct.	"	1886	---	1st Mortgage.....	800,000	8 Jan. & July.	New York.	1890	95	
1st Mort. (June R. R.):												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Dubuque and Sioux City:						Grand River Valley (Mich. C.)					
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (construction).....	600,000	7	" "	"	1894	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1898
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	Greenville and Columbia:					
Dutchess and Columbia:						1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86
East Brandywine & Waynesburg:						Greenville and Johnsonville:					
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889
2d Mortgage.....	35,000	8	" "	"	1873	1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872
East Pennsylvania (Ph. & Rdg.):						1st Mortgage of May 1, 1869.....	123,100	7	May & Nov.	New York.	1889
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	Hannibal and Naples:					
East Tenn. & Georgia (E.T.V.&G.):						1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898
1st Mortgage.....	640,000	6	Mar. & July.	New York.	1880	Hannibal and Cen.Mo.(C. & Alton):					
Interest bonds (funded coupons)	136,400	7	" "	"	1876	1st Mortgage guaranteed.....	16,000pm	7	Jan. & July.	New York.	1890
East Tennessee, Virginia & Ga.:						Hannibal and St. Joseph:					
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	Mo. State Loan, 1861.....	1,500,000	6	Jan. & July.	New York.	1871
Eastern Mass.:						Mo. State Loan, 1855.....	1,500,000	6	" "	" "	95
State Loan (1st Lien) \$60,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	Six years Mortgage bonds.....	69,000	10	" "	" "	....
Loan of 1862, sterling.....	385,000	6*	Jan. & July.	London.	1872	Three years' notes.....	810,000	8	" "	" "	1873
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	Five years' notes.....	1,024,000	8	" "	" "	1875
Loan of 1865.....	180,000	6	April & Oct.	"	1885	Fifteen years' bonds.....	1,09,500	8	" "	" "	1885
Loan of 1866.....	1,000,000	6	March & Sept.	"	1883	1st Mort. (Q. and Palmyra R.R.)	400,000	8	Feb. & Aug.	" "	96
Loan of 1869.....	500,000	6	May & Nov.	"	1859	1st Mort. (Kan. City & Cam.RR.)	1,200,000	10	Jan. & July.	" "	1892
Essex Railroad 1st Mortg.	194,400	6	Jan. & July.	"	1876	Land Mortgage.....	1,603,700	7	April & Oct.	" "	1888
Eastern Shore (Md.):						Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	Hanover Branch (Mass.):					
2d Mortgage.....	180,000	6	April & Oct.	"	1886	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
Elizabethtown and Paducah:						Harlem Extension:					
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890
Elmira and Williamsport (N.Cen.):						Harrisburg & Lancaster (Pa.R.R.):					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Income Mortgage.....	570,000	5	May & Nov.	"	1872	Hartford and New Haven:					
Real Estate (Elmira) bond.....	50,000	7	.....	"	.....	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
Erie Railway:						Hartford, Providence and Fishkill:					
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1871	1st Mort. (R. Island 26.32 m.):	481,000	7	Jan. & July.	Providence.	1876
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	1st Mort. (Connecticut 96.04 m.):	1,574,500	7	" "	Hartford.	1876
3d Mortgage.....	6,000,000	7	" "	"	1885	Hastings and Dakota:					
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900
5th Mortgage convertible.....	926,400	7	June & Dec.	"	1883	Hempfield:					
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872
Sterling Loan (\$1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	Housatonic:					
Erie and Pittsburg (Penn.):						1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885
2d Mortgage.....	163,000	7	March & Sept.	"	1890	3d Mortgage.....	180,000	7	May & Nov.	" "	1889
Consolidated Mortgage tax free:	1,074,000	7	Jan. & July.	"	1893	Huntington and Broad Top Mt.:					
European & North American:						1st Mortgage L.G. skg fund, gold.....	3,400,000	7*	Jan. & July.	New York.	1891
B'gor L'n, 1st on 66 m., 2d on 46 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	Hudson River (N.Y.Cen. & H.R.):					
1st m. R.R. & L'd(B to Win. 45 m.	2,000,000	6*	" "	"	1899	1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870
Evansville and Crawfordsville:						2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885
1st Mortgage (Ev. & Ill. R.R.):	350,000	7	Jan. & July.	New York.	1889	3d Mortgage.....	180,000	7	May & Nov.	" "	1875
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1889	Huntington and Broad Top Mt.:					
1st Mort. (Rockville Extension):	160,000	7	Feb. & Aug.	"	1881	1st Mort. (extended 18.0 to 18.0).....	418,000	7	April & Oct.	Philadelphia.	1890
Consolidated Mortgage.....					1887	2d Mortgage.....	867,500	7	Feb. & Aug.	" "	1875
Evansville, Henderson & Nashv.:					1889	1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	Illinois Central:					
Fall River, Warren & Providence:						1st Mortgage Construction.....	3,000,000	7*	April & Oct.	New York.	1875
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	1st Mortgage Construction.....	332,000	6*	" "	" "	1875
Flemington (Belv. Del.):						Redemption currency.....	2,500,000	6	" "	" "	1890
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	Illinois & South. Iowa (T.W. & W.):					
Flint and Pere Marquette:						1st Mortgage.....	2,500,000	6*	" "	London.	1890
1st Mortgage L. G., 1st mort.	287,000	7	May & Nov.	New York.	1880	Indiana and Illinois Central:					
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	"	1880	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	"	1888	gold.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
F. & Holly R.R.'d (\$25,000 a yr.)	500,000	10	May & Nov.	"	1888	1st Mortgage, conv. gold.....	5,000,000	7*	April & Oct.	New York.	1888
Flushing & North Side (L. I.):						2d Mortgage.....	1,500,000	8	" "	" "	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	3d Mortgage.....	5,000,000	7*	April & Oct.	New York.	1888
Fonda, Johnston & Gloversville:						1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
1st Mortgage.....	300,000	7	.....	New York.	1889	1st Mortgag.....	2,770,000	7	" "	" "	1897
Ft. W., Jackson & Sag. (Mich. C.):						1st Mortgag.....	1,566,000	7	June & Dec.	" "	1899
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	1st Mortgag.....	500,000	7	" "	" "	1893
Ft. W., Muncie & Cln. (F.W.J.S.):						2d Mortgag.....	1,500,000	7	Jan. & July.	" "	1893
1st Mortgage guaranteed..... gold.....	1,800,000	7*	Jan. & July.	New York.	1889	1st Mortgag.....	1,500,000	7*	Jan. & July.	New York.	1888
Galena & Chic. Union (C. & N.W.):						2d Mortgag.....	1,500,000	7	Feb. & Aug.	" "	1888
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	3d Mortgag.....	1,500,000	7	" "	" "	1888
2d Mortgage.....	985,000	7	May & Nov.	"	1875	1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	2d Mortgag.....	1,566,000	7	" "	" "	1899
Georgia:						3d Mortgag.....	500,000	7	" "	" "	1893
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-86	1st Mortgag.....	1,500,000	7*	Jan. & July.	" "	1893
Goshen and Deckertown (Erie):						2d Mortgag.....	1,500,000	7	Feb. & Aug.	" "	1893
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	3d Mortgag.....	1,500,000	7	" "	" "	1893
Gr. Rapids & Indiana (F.R.W.C.):						1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
1st Mortgage half yr... gold.....	4,000,000	7*	Jan. & July.	New York.	1899	2d Mortgag.....	1,566,000	7	" "	" "	1899
1st Mortgage half year... gold.....	4,000,000	7*	April & Oct.	"	1899	3d Mortgag.....	500,000	7	" "	" "	1893
Grand Trunk (Ca.):						1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
1st Preference Bonds £2,703,528.	13,516,825	5*	Jan. & July.	London.	.....	2d Mortgag.....	1,566,000	7	" "	" "	1899
2d Preference Bonds £1,610,264.	8,651,320	4*	" "	"		3d Mortgag.....	500,000	7	" "	" "	1893
3d Preference Stock £758,510....	3,725,550	4*	" "	"		1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
4th Preference Stock £5,571,210.	27,855,605	4*	" "	"		2d Mortgag.....	1,566,000	7	" "	" "	1899
Equipment Bonds £610,480....	3,062,400	6*	April & Oct.	"		3d Mortgag.....	500,000	7	" "	" "	1893
Postal & Military bds £1,200,000	6,000,000	6*	Feb. & Aug.	"		1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
Provincial Debentu's £3,111,500	16,537,500	6*	.....	"		2d Mortgag.....	1,566,000	7	" "	" "	1899
Great Falls and Conway:						3d Mortgag.....	500,000	7	" "	" "	1893
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
Great Western (Canada):						2d Mortgag.....	1,566,000	7	" "	" "	1899
Perpetual Debentures.....	227,273	5*	—	—		3d Mortgag.....	500,000	7	" "	" "	1893
Mortgage Bonds.....	2,076,176	4*	—	—		1st Mortgag.....	1,539,500	7	Feb. & Aug.	" "	1897
Mortgage Bonds.....	2,375,906	6*	—	—		2d Mortgag.....	1,566,000	7	" "	" "	1899
Mortgage Bonds.....	618,066	6*	—	—		3d Mortgag.....	500,000	7	" "	" "	1893
Mortgage Bonds.....	2,360,333	5*	—	—		1st Mortgag.....	1,539				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.
			When.	Where.	Due.				When.	Where.	Due.	
Jeffersonville, Madison & Indiana:												
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	Lehigh Valley:					
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872
1st Mortgage (Ind & Mad.) guar.	297,000	7	May & Nov.	"	1882	....	1st Mort. of 1868(coup'd reg.).free	3,343,000	6	June & Dec.	"	1888
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	....	1st Mort. ('70 reg.) for \$6,000,000	1,050,000	7	"	"	1900
Louisville Loan (Jefferson, I.R.R.)	74,000	6	"	"	1882	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872
Joliet and Chicago (C. & Alt.):							Lewey's Island (S. C. & P.):					
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876
Joliet & Northern Ind. (Mich. C.):							Little Miami & Colum. & Xenia:					
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883
Junction (Cin. & Indianapolis):							Cincinnati Loan.....	160,000	6	June & Dec.	Cincinnati.	1810
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	1st Mortgage ().....	433,000	6	"	"	1905
Junction, Philadelphia:							Little Rock and Fort Smith:					
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage for \$3,500,000 gold.....	....	6*	Jan. & July.	Boston	1899
2d Mortg'ge.....	300,000	6	April & Oct.	"	1900	90	Little Rock, Pine Bluff & N.O.:					
Junction and Breakwater:							1st Mortgage.....	....	7*	— & —	New York.	1880
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	Little Schuylkill (P. & Rdg.):					
Kalam, Alleg. & Gr.R. (L.S.& M.S.):							1st Mortgage, guaranteed.....	788,000	7	April & Oct.	Philadelphia.	1877
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95	Logansport, Crawf. & Swartz Ind.:					
Kalamazoo, & S. Haven (M.Cen.):							1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	Long Branch and Sea Shore:					
Kalam. & Three Riv. (L.S.& M.S.):							1st Mortgage.....	200,000	6	Jan. & July.	New York.	1880
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	Long Island:					
Kalam. & W. Pigeon (L.S.& M.S.):							1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890
Kansas City and Santa Fe:							1st Mortgage (Glen Cove Br.).....	150,000	6	May & N.Cv.	"	1893
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	General Mortgage of 1869.....	75,000	8	"	"	1899
Kan. City, St. Jo. & Coun. Bluffs:							Louisville & Miss. Riv. (Ch. & Al.):					
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Boston.	1890	....	1st Mortgage, guaranteed.....	20,000	7	Jan. & July.	New York.	1889
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	Louisville, Cincin. and Lexington:					
2d Mort. (" " ").	150,000	10	"	"	1872	....	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900
2d Mort. (" " ").	539,500	8	June & Dec.	"	1874	....	1st Mort. (Lo. & Frankfort Br.).....	82,000	6	Jan. & July.	"	1880
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....	Louisv. Loan (" ").	100,000	6	"	"	1881
1st Mort. (" " ").	1,500,000	7	"	"	1893	....	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874
Kansas Pacific (U. Pac. E. D.):							Louisville and Nashville:					
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	1st Mortgage, Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	1867-87
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	1898	....	Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	"	1887
Land Gr. Mort. 2,000,000 acres	318,000	7	March & Sept.	"	"71-'76	....	1st Mortgage (Memphis Br.).....	197,000	7	"	"	17-75
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	....	1st Mort. (Lebanon Br. Ext.).....	83,000	7	May & Nov.	"	1865
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	"95-'97	....	Louisville Loan (Leb. Br. Ext.).....	333,000	6	April & Oct.	"	1893
3d Mort. Income on 428 m....	4,275,000	7	(after 5 years)	"	1916	....	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	1898
Kent County (Del.):							Lowell & Lawrence (B. & L.):					
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878
Kentucky Central (Cov. & Lex.):							Macon and Brunswick:					
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	187-90
2d Mortgage March 1863.....	844,000	7	"	"	1883	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....	3d Mort. of 1870 endorsed by State.....	1,000,000	7	May & Nov.	"	1890
Keokuk, Iowa City and Minn.:							Equipment Mortgage.....	150,000	....		
1st Mortgage.....	20,000 ppm	7	Jan. & July.	New York.	1891	....	Macon and Western:					
2d Mortgage.....	5,000 ppm	7	"	"	1891	....	1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880
Keokuk and St. Paul (C.B. & Q.):							Madison and Portage:					
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1835
Lackawanna and Bloomsburg:							Maine Central:					
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Loan of 1860-'61 (A. & Ken.)	1,100,000	6	Feb. & Aug.	Boston.	1870-91
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Bonds, exchangeable for new 7s.....	163,000	6	June & Dec.	"	1871
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1888
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	Mort. (Ext.) for \$500,000....gold	112,000	6*	April & Oct.	"	1900
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	1st Mort. (B. to P. & Ken.) exch. 7s.....	577,000	6	"	"	1872
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870
La C. Tremain & Pres. (C. & N.W.):							Mansfield & Framigh. (B.C. & F.):					
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....		1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889 91
Lafayette, Bloomington & Miss.:							Marietta and Cincinnati:					
1st Mortgage.....	1,300,000	8	— & —	New York.	....		1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891
Lafayette, Muncie & Bloomington:							1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891
1st Mortgage.....	1,500,000	8	— & —	New York.	....		2d Mortgage.....	2,500,000	7	May & Nov.	"	1896
Lake Erie and Louisville:							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	New York.	1890
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896
Lake Shore & Michigan So.:							Baltimore Loan to Union R. R.	20,000	7	.....	Baltimore.	....
Sunbury B'ds (CP& ARR 254 m)	500,000	7	Jan. & July.	New York.	1874	....	Marietta and Pittsburg:					
Regis. Bonds (" " ")	1,000,000	7	"	"	1880	....	1st Mort. of Ang. 1, 1869....gold	14,000ppm	7*	Feb. & Aug.	Philadelphia.	1835
3d Mortgage (" " ")	1,000,000	7	April & Oct.	"	1892	....	Marquette and Ontonagon:					
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	94	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875
S. Fund Bonds (LS&MSO 013m)	2,000,000	7	"	"	1879	....	2d Mortgage.....	850,000	6	May & Nov.	"	1885
Consol. M. reg. (" " ")	597,000	7	J. A. J. & O.	"	1879	....	3d Mortgage.....	2,500,000	7	May & Nov.	"	1886
Consel. M. coup. (" " ")	63,000	7	Jan. & July.	"	1900	....	1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896
1st Mort. (M.S. & N. In. RR. 521m)	5,256,000	7	May & Nov.	"	1885	100	2d Mort. (Union R. R.).....	20,000	7	.....	Baltimore.	....
2d Mort. (" " ")	2,683,000	7	"	"	1877	98	1st Mort. (R.R. & 125,000 acres).....	1,300,000	8	May & Nov.	New York.	1890
1st Mort. (Jnnc. R.R. 494 m.)....	115,000	7	June & Dec.	"	1872	....	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890
S. Fund (Clev. & Tol. R.R. 1624m)	2,014,000	7	Jan. & July.	"	1885	....	Memphis and St. Louis:					
M. of '66 (" " ")	864,000	7	April & Oct.	"	1886	....	1st Mort. (R.R. & 125,000 acres).....	5,000,000	7	Jan. & July.	New York.	1901
Mort. Bonds (Buff. & E.R.R. 88m)	23,000	7	June & Dec.	"	1870	....	1st Mort. (R.R. & 630,000 acres).....	5,000,000	7	Jan. & July.	New York.	1901
Mort. Bonds (" " ")	100,000	7	May & Nov.	"	1873	....	Michigan Air Line (Mich. Cen.):					
Mort. Bonds (" " ")	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890 108
Mort. Bonds (" " ")	300,000	7	March & Sept.	"	1856	....	Michigan Central:					
Mort. Bonds (" " ")	3,000,000	7	April & Oct.</td									

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Interest Payable.				
		When.	Where.	Due.			When.	Where.	Due.		
Midland Pacific:					Newark and New York (Cent.):	\$600,000	7	Jan. & July.	New York.	1891	
1st Mortgage gold	\$1,100,000	7*	Jan. & July.	New York.	1900	---					
Mifflin & Centre Co. (Pa. R. R.):	188,000	6	Feb. & Aug.	Philadelphia.	1897	---	Newark, Somerset & Straitville:	800,000	7	May & Nov.	
1st Mortgage, guaranteed							1st Mortgage		New York.	1882	
Milwaukee & Chicago, (C&NW):					New Bedford and Taunton:	172,500	6	Jan. & July.	Boston.	1881	
1st Mortgage, guaranteed	182,000	7	March & Sept.	New York.	1874	---	New Brunswick and Canada:	1st Mortgage, Sterling £200,000.	6*	May & Nov.	
2d Mortgage,	10,500	7	June & Dec.	"	1898	---	Newburg & New York (Erie):	972,000	6*	May & Nov.	
Mil. & Prairie du Chien (M&StP):	3,674,000	8*	Feb. & Aug.	New York.	1898	---	1st Mortgage for \$600,000....	250,000	7	Jan. & July.	
1st Mortgage, (assumed)							New Canaan:		New York.	1889	
2d Mortgage, "	1,315,000	7.3	"	"	1898	---	1st Mortgage.....	75,756	7	April & Oct.	
Milwaukee and St. Paul:							Newcastle and Beaver Valley:	91,800	7	May & Nov.	
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	91½	1st Mortgage for \$150,000....		Philadelphia.	1882	
1st Mortgage (E. Div. Palmer):	792,000	8	May & Nov.	"	1874	---	New Haven and Derby:				
1st Mort. (Iowa and Minn. Div.):	3,92,000	7	Jan. & July.	"	1897	93	1st Mortgage for \$150,000....	150,000	7	May & Nov.	
1st Mortgage (Minn. Cent.):	208,000	7	"	"	"	---	New H., Middleb'w & Williman:	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.
1st Mortgage (Iowa & Dak.):	1,008,000	7	"	"	"	---	2d Mortgage for \$1,500,000....	6	Jan. & July.	New Haven.	1880
1st Mortgage (P. du C.Div.):	3,674,000	8	Feb. & Aug.	"	1898	105½	New H. & Northampton (Canal):		"	1891	
2d Mortgage (P' du C.Div.):	1,315,000	7.3	"	"	1898	94	1st Mortgage.....	1,000,000	7	Jan. & July.	
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1894	90	Convertible, tax free.....	400,000	6	April & Oct.	
Income Mortgage.....	20,000	7	Jan. & July.	"	"	---	1st Loan.....	300,000	6	Feb. & Aug.	
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	---	2d Loan.....	450,000	6	"	
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	"	1891	---	3d (State Loan).....	10,000	6	"	
Real Estate Purchase.....	148,500	7	various.	"	"	---	New Jersey Midland (N.Y.&O.M.):				
Incumbrances assumed.....	36,073	7	"	"	"	---	1st Mortgage.....	3,000,000	7*	Jan. & July.	
Mineral Point:						---	2d Mortgage.....	400,000	7	"	
1st Mortgage, Dec. 21, 1868....	320,000	10	Jan. & July.	New York.	1890	---	New Jersey Southern:	2,000,000	7	May & Nov.	
Minnesota and North Western:						---	1st Mortgage of Sept. 19, 1869....	120,000	6	Feb. & Aug.	
1st Mort. sinking fund....gold	20,000pm	7*	Jan. & July.	New York.	1895	---	New Jersey West Line:				
Mississippi Central:						---	1st Mort. for \$3,000,000....gold				
1st Mortgage (Miss. Cen.):	1,354,000	7	May & Nov.	New York.	1873	---	1st London Northern:				
2d Mortgage ("")	2,000,000	8	Feb. & Ang.	"	1876	---	1st Mortgage.....	51,000	7	June & Dec.	
1st Mort. (Miss. Cen. & Tenn.):	25,000	6	April & Oct.	"	1863	---	1st Mortgage, Extended.....	3,000,000	7	March & Sept.	
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	---	Consol. Mortgage.....	230,000	7	April & Oct.	
Mississippi, Ouachita & Red Riv.:						---	New Orleans, Mobile and Texas:				
1st Mortgage.....	12,000pm	7*	&	New York.	1900	---	1st Mortgage, skg fd, 227 m. gold	12,500pm	8*	Jan. & July.	
Land Mort. (257,000 acres)...gold	1,000,000	7*	&	"	1900	---	2d Mort. endor. by Louis R. gold	12,500pm	8*	"	
Arkansas State Loan.....	10,000pm	7*	&	"	1900	48	---	---	"	1910	
Mississippi and Tennessee:						---	New Orleans, Jackson & Gt. NOrth.				
1st Mortgage of April 1, 1866....	600,000	7	April & Oct.	New York.	1876	---	1st Mortgage of July 1, 1856, gold	2,000,000	8*	Jan. & July.	
Consolidated Mortgage of 1866....	1,179,500	8	March & Sept.	"	'81-'93	---	2d Mortgage of Oct. 1, 1860, gold	1,500,000	8*	April & Oct.	
Mississippi River:						---	Income Mortgage of 1870....gold	2,000,000	7*	&	
1st Mortgage.....	17,000pm	7	&	New York.	1900	---	City Extension Mort.....gold	1,000,000	7*	&	
Mississippi, Iowa & Nebraska:						---	New Orleans, Mobile and Texas:				
1st Mort. of June 1, 1870....gold		7*	June & Dec.	New York.	1910	---	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	N.Y. or Lond.	
Missouri, Kansas and Texas:						---	2d Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	---	---	8	"	1915	
1st M. (Tebo & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	---	New Orleans and Selma:				
Cousol L.G. S.F.(\$14,000,000)g'd	1,605,000	7*	Feb. & Aug.	"	1904	---	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	
Missouri River, Ft. Scott & Gulf:						---	New York and Boston:				
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99	1st Mortgage.....	3,000,000	7*	May & Nov.	
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1900	100	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	
Missouri Valley (K.U.S.J. & C.C.B.):						---	Bonds for Debt assumed.....	1,514,000	7	"	
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	---	Bonds for B. & N. Fall R.R.'s	76,000	6	Feb. & Aug.	
1st Mortgage "	1,000,000	7*	"	"	1893	---	Bonds for railroad stocks.....	592,000	6	"	
Mobile & Alabama Grand Trunk:						---	Bonds for real estate.....	162,000	6	"	
1st Mort. endorsed by Ala....	16,000pm	8	Feb. & Aug.	New York.	1882	---	Bonds and mortgages for R. E.	22,800	7	various.	
Mobile Lo'n\$1,500,000 end'd by Co.	1,500,000	8	&	"	1882	---	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	
Mobile & Girard:						---	Bonds in place of bonds of 1854.	2,900,000	7	"	
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	---	1st Mort. (Hudson Riv.R.R.):	200,000	7	Feb. & Aug.	
2d Mortgage, endorsed by Ala....	300,000	7	"	Mobile.	1893	---	2d Mort. (") S. F.	1,891,000	7	"	
Plain Bonds.....	33,500	7	&	"	1883	---	3d Mort. (") " .	180,000	7	May & Nov.	
Mobile and Montgomery:						---	Conv. B'd's (") " .	8,000	7	"	
1st Mortgage of 1868....	1,250,000	8	May & Nov.	New York.	1888	---	New York and Fort Lee (Erie):	20,000	7	Jan. & July.	
Mobile and Ohio:						---	1st Mortgage.....	135,000	7	"	
1st Mortgage.....	5,470,000	8*	May & Nov.	New York.	1882	---	1st Mortgage, New York and Harlem:				
1st Mortgage.....	5,470,000	8*	"	"	1882	---	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	
Interest bonds (10 years).....	803,700	8	"	"	1882	---	4th Mortgage of 1861.....	99,500	7	June & Dec.	
Interest bonds 2nd issue.....	379,900	8	"	"	1882	---	Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	
Interest bonds sterling.....	755,400	8*	"	"	1883	---	Bonds of 1853, unsecured.....	112,305	7	Jan. & July.	
Income Mortgage.....	1,151,000	8	various.	New York.	1883	---	1st Mortgage.....	106,000	7	"	
Montgomery & Erie (Erie):						---	1st Mortgage.....	141,500	7	&	
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	---	1st Mortgage.....	1,050,500	6	April & Oct.	
Montgomery & Eufala:						---	1st Mortgage, New York & Oswego Midland:	3,800,000	7*	Jan. & July.	
1st Mortgage of 1866, endorsed	640,000	8	March & Sept.	New York.	1886	---	1st Mort. for \$8,000,000....gold	3,800,000	6	Feb. & Aug.	
1st Mortgage of 1870, endorsed	300,000	..	June & Dec.	"	1900	---	1st Mortgage, Providence & Boston:	83,000	6	"	
Montgomery & West Point (Wtn):						---	1st Mortgage.....	80,000	6	"	
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	1876	---	1st Mortgage.....	512,000	7	Jan. & July.	
1st Mortgage.....	450,000	8	"	"	1876	---	Niles and New Lisbon:				
1st Mortgage.....	298,000	8	"	"	1881	---	1st Mortgage.....	500,000	7	&	
2d Mortgage.....	254,000	8	"	"	1881	---	Norfolk County (B. H. & Erie):				
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	---	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	
Montreal & Champlain:						---	Norfolk & Petersburg (A.M. & O.):				
1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890	---	1st Mortgage.....	110,500	7	Jan. & July.	
2d Mortgage.....	370,000	8	"	New York.	1879	---	1st Mortgage.....	396,000	8	"	
Morris and Essex:						---	2d Mortgage for \$600,000....	416,000	8	"	
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	104	North Carolina:				
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	Mortgage Bonds.....	89,500	8	May & Nov.	
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	---	Mortgage Bonds.....	193,500	8	"	
Construction bonds.....	3,554,000	7	Feb. & Aug.	"	1889	93	Mortgage Bonds.....	209,000	8	"	
Muscaline (South-Western):						---	North Eastern:				
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	---	1st Mortgage.....	31,500	7	March & Sept.	
Nashville and Chattanooga:						---	2d Mortgage.....	69,500	7	"	
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	---	General Mortgage 1st Preference	773,000	7	"	
1st Mortgage not endorsed.....	23,000	6	"	"	1900	---	General Mortgage 2d Preference	141,500	7	"	
Tenn. State Loan.....	150,000	6	"	"	1900	---	Funded Interest.....	117,495	7	"	
Tenn. State Loan (Jasper Br.):	245,000	6	"	"	1900	---					
Nashville and Decatur:						---					
1st Mort. Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	---					
2d Mortgage.....	500,000	6	"	"	1870	---					
Income Bonds (Tenn. and Ala.):	200,000	10	April & Oct.	"	1887	---					
Coupons for \$2,100,000 at 6% gold	7	---	&	"	1901	---					
National (N. Jersey):						---					
1st Mortgage for \$7,200,000.....	7	---	&	New York.	1901	---					
Naugatuck:						---					
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	---					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.	
North Missouri:							Pemberton & N. York (N.J.S.):							
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	85	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):	855,000	7	March & Sept.	New York.	1898	95
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed						
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):							
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	99	1st Mortgage gold	1,800,000	7	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:	1,500,000	7	June & Dec.	Philadelphia.	1896	93	
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	95	1st Mortgage.....	1,500,000	7	"	"	1906	93	
Northern Central:							Penobscot and Kennebec (M. C.):							
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	1st Mortgage (Bangor Loan):	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	93	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89	Peoria & Bureau Va (C.R.I.P.):	600,000	8	Jan. & July.	New York.	1877	....
3d Mortgage (York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....	Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	Boston.	1878	....
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	92	1st Mortgage, tax free	Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	New York.	1894
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	1st Mort. of May 1, 1867.....	1,000,000	7	April & Oct.	"	1900	....
Northern New Hampshire:							2d Mort. of Oct. 1, 1870, tax free	Peoria and Rock Island:	1,500,000	7*	April & Oct.	New York.	1900
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	79
Northern New Jersey (Erie):							Perkiomen (Phila. & Rdg.):							
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	Perth Amboy and Woodbridge:						
Northern Pacific:							1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	1886	....
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
North Western Virginia:							Mortgage Bonds.....	26,500	7	"	"	1865	....
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	....	Mortgage Bonds.....	266,500	8	"	"	79-'98	....
3d Mortgage (" ").....	140,000	6	"	"	1885	90	Philadelphia and Baltimore Cent.:							
Norwich and Worcester:							1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Md. Div.):	6	"	"	"	1891	....
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Philadelphia and Erie (Penn.):						
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia.	1881	89
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	85
New bo. ds of 1870.....	22,000	7	"	"	1890	....	3d Mortgage.....	3,598,000	6	"	"	1920	....
Nyack and Northern:							1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1877	101	
1st Mortgage.....	100,000	7	Jan. & July.	New York	1890	....	Philadelphia, German & Nor'ist:						
Oakland & Ottawa (D. & M.):							1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....	Philadelphia and Reading:						
1st Mortgage (" ") dollar..	51,000	7	"	"	1873	....	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
Ogdensburg and Lake Champlain:							Debenture Loan of 1868.....	1,121,000	6	"	"	1893	83	
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	....	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	....
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	....	Mortgage Loan of 1857, conv.	143,500	6	"	"	1886	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	92	
Ohio and Mississippi:							Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100	
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	100	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880	....
1st Mortgage, (W. Div.).....	550,000	7	"	"	1872	....	Sterling Loan of 1843.....	976,800	6*	"	"	1880	....
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	....	Sterling Loan of 1836.....	268,000	7*	"	"	1872-'77	....
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882	....	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	....
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	94	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mort. (sterling)	101,850	7	"	"	1898	....	Plain Bonds.....	400,000	6	"	"	1876	....
Oil Creek and Allegheny River:							Plain Bonds.....	1,000,000	6	"	"	1887	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1866	85	Pittsburg, Cin. & St. Louis (Pa.):							
1st Mortgage.....	580,000	7	April & Oct.	"	1882	....	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	2d Mort. conv. (Steubenv. & Ind.):	3,820,000	6	March & Sept.	"	....	83
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Pittsburg & Connellsville (B. & O.):						
Consolidated Mortgage.....	819,000	7	"	"	1888	....	1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92
Old Colony and Newport:							2d Mort. conv.	1,000,000	6	"	"	1886	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	104	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96	Real Estate bonds.....	100,000	6	various.	Baltimore.	1893	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	Pittsburg, Ft. Wayne & Chicago:						
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	94	1st Mortgage, guaranteed	875,000	7	Jan. & July.	New York.	1912	105	
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage (Series A):	875,000	7	Feb. & Aug.	"	1912	....
Omaha and Southwestern:							1st Mortgage (Series B):	875,000	7	March & Sept.	"	1912	....
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890	....	1st Mortgage (Series C):	875,000	7	April & Oct.	"	1912	....
Orange, Alexandria & Manassas:							1st Mortgage (Series D):	875,000	7	May & Nov.	"	1912	....
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873	88	1st Mortgage (Series E):	875,000	7	June & Dec.	"	1912	....
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	80	1st Mortgage (Series F):	875,000	7	Jan. & July.	"	1912	....
3d Mort. " "	588,000	8	May & Nov.	Richmond.	1873	90	2d Mortgage (Series G):	860,000	7	Feb. & Aug.	"	1912	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81	2d Mortgage (Series H):	860,000	7	March & Sept.	"	1912	....
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79	2d Mortgage (Series I):	860,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	2d Mortgage (Series K):	860,000	7	May & Nov.	"	1912	....
Osage Valley & Southern Kansas:							2d Mortgage (Series L):	860,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series M):	2,000,000	7	April & Oct.	"	1912	94
Oswego and Rome (B. W. & O.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	Equipment Mort. of Mar. 1, 1869.....	1,000,000	8	March & Sept.	"	1874	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	Construction bonds of Jan. 1, '70.....	100,000	7	Jan. & July.	"	1877	....
Oswego and Syracuse (D.L. & W.):							Port Huron & Lake Michigan:							
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	1870	....	1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1899	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	Portland and Kennebec:						
Ottawa, Osw. & Fox R.V. (O.R. & Q.):							1st Mort. (K. & P.R.R.) 1851-'61.....	224,800	6	April & Oct.	Portland.	1883	....
1st Mort., traffic guar & tax free.....	1,200,000	8	Jan. & July.	Boston.	1890	....	Funded Int. bonds Oct. 1, 1863.....	22,648	6	"	Boston.	1883	....
Owensboro' & Russellville:							Consel. (P. & K.R.R.) Apr. 1, 1865.....	700,700	6	"	"	1895	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Portland loan.....	100,000	6	"	"	"	
Pacific of Mo.:							Portland and Oxford Central:							
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	1st Mortgage of 1863.....	202,400	6	April & Oct.	Portland.	1883	....
1st Mortgage.....	7,000,000	* Jan. & July.	"	"	1880	101	1st Mort. of 1863.....	250,000	6	"	"	"		
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	Port Royal:						
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	"	1st Mort. skg'd conv....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....	
Panama:							1st Mort.	1,000,000	6	"	"	"		
Sterling Bonds £152,775 at 4.85..	740,959	7*	Feb. & Aug.	London.	1872	1st Mortgage.....	200,000	6	— & —	Boston.	1889	
Sterling Bonds £19,350 at 4.85..</														

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AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):						Savannah and Charleston:					
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.):	\$406,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga:						Int. b'ds (C. & S.R.R.) gar by S.C.	245,745	7	" "	" "	1889
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	Savannah and Memphis:					
2d Mortgage.....	300,000	7	" "	"	1880	1st Mort. guar by Ala., gold	16,000pm	8*	May & Nov.	New York.	1890
3d Mortgage.....	150,000	7	" "	"	1887	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900
1st Mortgage (S. W. assumed)	400,000	7	March & Sept.	"	1886	Schenectady and Susquehanna:					
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890	1st Mortgage, tax free.....gold	97,000	6	May & Nov.	Philadelphia.	1876
1st Mortgage (G. F. Br.) assumed.	125,000	7	Jan. & July.	"	1894	Schuylkill and Susquehanna:					
Richmond and Danville:						1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876
Virginia skg Fund Loan.....	600,000	6	Jan. & July.	New York	1880	Scioto & Hocking Valley (M. & C.):	300,000	7	May & Nov.	Baltimore.	1886
1st Mortgage guar. by Va.....	158,100	6	" "	"	1875	1st Mort., assumed by M. & C. Co.	210,000	7	— & —	Philadelphia.	1800
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	75*-90	Seaboard and Roanoke:					
4th Mortgage.....	64,500	6	—	Richmond.	73*-75	1st Mortgage.....	16,000pm	8*	— & —	New York.	1890
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71*-76	1st Mortgage, guar. by Ala., gold	16,000pm	8*	— & —	New York.	1890
Rich, Fredericksburg & Potomac:						1st Mortgage, guar. by Ala., gold	16,000pm	8*	various.	var.	
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	1st Mortgage, guar. by Ala., gold	5,000,000	7	April & Oct.	New York.	1887
Dollar Bonds.....	124,459	6	" "	Richmond.	var	1st Mortgage.....	6,000,000	7	— & —	Philadelphia.	1872
Dollar Bonds.....	274,228	7	" "	"	var	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
Richmond and Petersburg:						Sheboygan and Fond du Lac:					
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	"12*-80	Shenango and Allegheny:					
Richmond and York River:						1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889
1st Mortgage (new).....	600,000	8	Jan. & July.	New York	1898	Shore Line (N. Y. & N. H.):					
Roanoke Valley (R. & Dan.):						1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880
1st Mortgage, guaranteed.....	129,800	6	Feb. & Aug.	Richmond.	71*-76	Sioux City and Pacific:					
Rochester & Genesee Val. (Erie):						1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York	1876	2d Mortgage (U.S. subsidy)....cur	1,628,320	6	" "	" "	1898
Rockford, R. Island & St. Louis:						1st Mortgage, L. G. tax free	14,000pm	7	— & —	Somerset (Mc. Central):	
1st Mortgage, conv. S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891
Rocky River:						South Carolina:					
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78*-88
Rome, Watertown & Ogdensburg:						Domestic Bonds (H.) 1866*-67.....	306,500	7	April & Oct.	Charleston.	71*-72
1st Mortgage (general) skg Fund	632,500	7	June & Dec.	New York	1891	Domestic Bonds (G) 1862*-67.....	342,500	6	Jan. & July.	"	73*-74
1st Mort. (W. & R.) skg Fund.....	796,900	7	March & Sept.	"	Domestic Bonds (K) Jan. 1868.....	1,272,400	7	April & Oct.	"	88*-91	
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	Domestic Bonds (special) Sep.'66.....	76,000	6	Jan. & July.	"	80*-92	
Rondout and Oswego:						Real Estate Mortgage.....	80,733	7	various.	"	71*-91
1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1890	Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82*-88
Rutland (Verm. Central):						South Georgia & Florida (A. & G.):					
Equip. Bonds of May 1, 1870.....	500,000	7	May & Nov.	Boston.	1880	1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890
Equip. Bonds of Sept. 1, 1870.....	500,000	8	March & Sept.	"	2d Mort. " "	260,000	7	— & —	"	1890	
Rutland & Burlington (Rutland):						South Mountain Iron:					
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888
2d Mort. conv. into com. stock.....	67,000	7	" "	"	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	
Saint Croix and Penobscot:						South and North Alabama:					
1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	1st Mort., endor. by Ala., tax free.....	22,000pm	8*	Jan. & July.	New York.	1890
2d Mort. (" ").....	17,500	6	" "	"	South Pacific (Atl. & Pac.):						
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1st Mort., assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	
St. Joseph & C.B. (K.C. St.J. & C.B.):					1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	
1st Mortgage (80 m. in Missouri).....	1,400,000	10	March & Sept.	Boston.	1892	South Side (L. L.):					
2d Mortgage (" ").....	339,500	8	June & Dec.	"	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	
St. Joseph & Denv. C. (E.D. 112m.):					South Side, Va. (A.M. & O.):						
1st Mort. of Aug. 14, 1869 free.....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84*-90
St. Joseph & Denv. C (W.D. 160m.):					1st Mort., consol. 2d pref.....	619,300	6	" "	"	'84*-90	
1st M. R.R. lands of M'y 14, '70, free.....	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	4th Mortgage, consol. 3d pref.....	458,100	6	" "	"	'84*-90
St. Lawrence & Industry (Can.):					Va. State Loan (net).....	708,102	6	" "	"	long	
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	Southern Central:					
St. Louis, Alton and Terre Haute:						1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900
1st Mortgage (Series A) skg Fd.	1,100,000	7	Jan. & July.	New York	1894	1st Mortgage.....	1,500,000	7	May & Nov.	New York.	1900
1st Mortgage (Series B) skg Fd.	1,100,000	7	April & Oct.	"	1st Mortgage.....	1,500,000	7	—			
2d Mortgage preferred (Series C):	1,400,000	7	Feb. & Aug.	"	1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888	
2d Mortgage preferred (Series D):	1,400,000	7	May & Nov.	"	Southern (Cal.) Pacific:						
2d Mortgage Income (Series E):	1,700,000	7	" "	"	1st Mortgage for \$28,000,000. gold.....	6*	Jan. & July.				
Equipment Mortgage.....	300,000	10	March & Sept.	"	1st Mort., Mar. 1, 1870....gold	571,500	7*	March & Sept.	Philadelphia.	1890	
St. Louis, Coun. Bluffs & Omaha:					2d Mort. March 1, 1870....gold	80,000	7*	" "	"	1890	
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York	1901	Southern Iowa and Cedar Rapids:					
St. Louis and Iron Mountain:						1st Mortgage.....	1,500,000	7	May & Nov.	New York.	1900
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York	1892	1st Mortgage.....	1,500,000	7	—		
St. Louis, Jacksonville & Chicago:						1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888
1st Mortgage of Mar. 1, 1864.....	2,365,000	7	April & Oct.	New York	1894	Southern Minnesota:					
2d Mortgage of May 1, 1868.....	360,000	7	Jan. & July.	"	1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888	
St. Louis, Lawr. & Denv. (Pacific):						Southern (Cal.) Pacific:					
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York	1901	1st Mortgage for \$28,000,000. gold.....	6*	Jan. & July.	New York.	1901	
St. Louis and Santa Fe:						1st Mort., Mar. 1, 1870....gold	571,500	7*	—		
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	2d Mort. Mar. 1, 1870....gold	80,000	7*	" "	Philadelphia.	1890
St. Louis and South Eastern:						South Western (Cen. of Ga.):					
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York	'94-96	1st Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80
St. Louis and St. Joseph (N. Mo.):						Mortgage Bonds, Muscogee R.R.	300,500	7	" "	"	---
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York	1893	Spartanburg and Union:					
St. Louis, Van. & T. H. (T.H. & I.):						1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	---
1st Mortgage, S. F., guaranteed.....	1,900,000	7	Jan. & July.	New York	1897	1st Mortgage not endorsed.....	198,370	7	" "	"	---
2d Mortgage, S. F., guaranteed.....	2,600,000	7	April & Oct.	"		Springfield & Illinois S. Eastern:					
St. Paul and Chicago (M. & St. P.):						1st Mortgage.....	15,000pm	7*	Jan. & July.	Philadelphia.	1875
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York	1900	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
St. Paul and Pacific 1st Division:						1st Mortgage.....	350,000	7	— & —	New York.	1874
1st Mort. (St. P. to St. Anth. 10m.):	120,000	8	March & Sept.	New York	1892	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875
1st Mort. (St. Paul to Wab. 50 m.):	700,000	7	Jan. & July.	"	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880	
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	Sullivan and Erie:						
General Mort. R.R. & L. #2,020,000:					1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	
General Mort., R.R. & L. Lands sig.	780,000	7*	" "	London.	---	Summit Branch:					
1st M. (W. Line & L.) for \$3,000,000:	7*	" "	"	"	1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	
2d M. (W. Line & L.) for \$6,000,000:	7	" "	"	"	1st Mortgage.....	200,000	6	— & —	New York.	---	
St. Paul and Sioux City:					1st Mortgage.....	171,000	6	— & —	Camden.	---	
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York	---	1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877
Salem (W. Jer.):						1st Mortgage.....	2,000,000	7*	June & Dec.	New York.	1903
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	1st Mortgage.....	800,000	7	April & Oct.	New York.	1877
Salem and Lowell (B. & L.):						1st Mortgage.....	800,000	7	—		

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Tioga:											
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):				
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York. 1896
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	00	1st Mort. for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York. 1896
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	88	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden. 1883
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	78	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	" 1896 90
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	" 1899 100
Toledo, Wabash and Western:							West Shore Hudson River:				
1st Mort. (Tol. & Ill., 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	02	1st Mortgage.....	676,300	7	— & —	New York.
1st M. (L. Erie, W. & St. L., 167 m.)	2,500,000	7	"	"	1890	....	West Wisconsin:				
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	90	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond. 1885
2d Mort. (Wab. & West, 167 m.)	1,500,000	7	"	"	1871	....	Wicomico and Pocomoke:				
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	85	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia. 1888
Consel. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	83	Williamston and Tarboro:				
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	85	1st Mortgage coupon.....	350,000	8	May & Nov.	New York. 1900
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York. '87-'97
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	" '87-'97
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:				
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia. 1900 95
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	262,200	7	Jan. & July.	" 1902
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:				
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London. 1881
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	" 1885
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York. 1896
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):				
Union Pacific:							1st Mortgage.....	20,000pm	7	Jan. & July.	New York.
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	85	2d Mortgage.....	12,000pm	7	May & Nov.	"
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	74	CANAL BONDS.				
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	77	Chesapeake and Delaware:				
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia. 1886 95
Union Pacific—Central Branch:							Chesapeake and Ohio:				
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore. 1870
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Sterling Loan.....	4,375,000	5*	"	London. 1890
Union Pacific, E. D. (see K. Pac.):							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore. 1885
Union Pacific, S. Br. (M. K. & T.):							Delaware Division (L.C. & W.):				
1st M.R.R. \$342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia. 1878
Union and Titusville:							Delaware and Hudson:				
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York. 1877
Utica and Black River:							Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" " 1884
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	....	Delaware and Raritan (See Camden and	3,500,000	7	Jan. & July.	Amboy R. R.)
Vermont Central:							Erie of Pennsylvania:				
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia. 1865
2d Mortgage.....	1,500,000	7	"	"	1891	36	Bonds for Interest prior to 1850.	161,900	7	"	" 1873
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	1889	100	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia. 1884
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	102	Mortgage Loan.....	2,0,000	6	"	" 84
Stanstead-Shefford & Champlain:							Gold Loan.....	5,000,000	6*	June & Dec.	" 1897
Guar. Stock (Vt. & Co.):							Gold Loan.....	980,000	6*	"	" 91
Vermont and Massachusetts:							Convertible Loan.....	1,996,879	6	"	" 1897
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Monongahela Navigation:				
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg. 1887
Vermont Valley (Vt. Central):							2d Mortgage.....	7,000	6	"	" 1875
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Morris (and Banking):				
1st Mortgage.....	114,000	6	"	Boston.	1860	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City. 1884
1st Mortgage.....	293,200	7	"	New York.	1859	....	2d Mortgage.....	285,000	6	"	" 1876
Vicksburg and Meridian:							Boat Loan, sinking fund.....	236,965	7	"	" 1885
General Mort., 1st series (red). .	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	Dividend Scrip.....	103,164	7	"	"
" " 2d series (blue). .	850,000	7	"	"	1890	....	Pennsylvania:				
" " 3d series (black). .	154,000	7	"	"	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia. 1887
" (not endorsed). .	1,273,000	7	April & Oct.	"	1890	....	Schuylkill Navigation:				
Special Loan.....	225,438	8	Jan. & July.	"	1890	....	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia. 1872 78
Vineland:							2d Mortgage.....	4,006,670	6	Jan. & July.	" 1882 78
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Plain Bonds.....	171,354	6	"	" 1876 81
Virginia Central see "Chesa. & O.":							Improvement bonds.....	305,500	6	May & Nov.	" 1870 88
Virginia & Tennessee (A.M. & O.):							Boat and Can Loan 1863.....	800,000	6	"	" 1888
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	Boat and Can Loan 1864.....	633,650	7	"	" 1889 80
2d Mortgage.....	4,000	6	"	"	1869	78	Susquehanna (S. & Tide Water):				
3d Mortgage.....	990,000	6	"	"	1884	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia. 1894 62
Income Mortgage.....	113,000	6	"	"	1866	....	2d Mortgage.....	700,000	6	"	" 1885
4th Mortgage.....	846,000	8	"	"	1900	88	3d Mortgage stg.....	872,667	6*	"	" 1878
Registered Certificates.....	116,129	8	"	"	Richmond.	....	Tide-Water (Susq. & Tide-W.):				
Interest Funding Bonds.....	204,200	8	"	"	New York.	1880	1st Mortgage.....	97,510	6	Jan. & July.	Baltimore. 1894
Wallkill Valley (20,000 per mile):							2d Mortgage.....	300,000	6	"	" 1885
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	3d Mortgage.....	436,333	6	"	" 1878
Ware River (N. & N.):							Union:				
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia. 1883
Warren (D. L. & W.):							West Branch and Susquehanna:				
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia. 1878
Warwick Valley (Erie):							2d Mortgage.....	297,000	6	"	" 1888
Washington and Ohio:							3d Mortgage.....	13,000	6	"	" 1868
1st Mortgage 1868 for \$8,000,000.....	85,000	7	May & Nov.	New York.	1898	....	Wyoming Valley (Penna.):				
Watertown & Rome (R. W. & O.):							1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia. 1878
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	CANAL BONDS.				
Sinking Fund.....	793,900	7	"	"	1880	....	American Dock & Improvement:				
Westchester and Philadelphia:							1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York. 1886 98
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....	Consolidated (Md.) Coal:				
3d Mortgage (8s compromised).....	557,400	6	April & Oct.	"	1878	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York. 1885
Western Alabama:						....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia. 1881
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	Long Dock:				
1st Mortgage (before consolid.).....	600,000	8	"	"	1888	....	Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York. 1872 88
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	1881	....	Mariposa:				
Western (B. & Albany):							1st Mortgage.....	1,500,000	7	Jan. & July.	New York. 1886
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....	1st Mortgage.....	2,000,000	7	Jan. & July.	" 1885
Albany Loan (A. & W. Steckbdge).....	500,000	6	Jan. & July.	Boston.	1876	....	2d Mortgage.....	2,000,000	7	April & Oct.	" 1881
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	99	Quicksilver:				
Western Maryland:						....	1st Mortgage.....	500,000	7	June & Dec.	New York. 1873
1st Mortgage.....	800,000	6	Jan. & July.	Baltimore.	1890	70	2d Mortgage.....	1,000,000	7	"	" 1879
2d Mortgage preferred.....	600,000	6	"	"	1890	61	Quicksilver:				
Bonds endorsed by Balt.	600,000	6	"	"	1890	....	1st Mortgage.....	500,000	7	Jan. & July.	New York. 1873
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	92	2d Mortgage.....	89,500	7	"	" 1873
Western North Carolina (E.D.):						....	1st Mortgage.....	4,534,000	7	May & Nov.	New York. 1875
1st Mortgage, Mar. 1, 1870....	1,4										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the coast thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertain'd."

Land Grant Railroads are printed in "italic." Stateaid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

	Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.	
									Market.	Par.
	Trains Moved.		Passenger.	Freight.	Carried one mile.		Number.	Tons.	Amount.	Per cent.
Railroad Operated.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
New York	8	8	3	3	66	Adirondack	405,771	655,940	67,524	18,116
Alabama and Chattanooga	1,080,918	1,080,918	10,500,000	10,500,000	930,000	1,766,923	31,188	18,116	100	100
Albama and Susquehanna	5,400	5,400	20,20	20,20	2,700,000	7,883,000	2,600,000	1,766,923	580,713	57,597
Pennsylvania	11,212	11,212	21,12	21,12	3,067,800	4,144,925	1,414,925	4,144,925	10,908,733	100,90
Allegheny Valley	71,202	71,202	5,8	5,8	2,256,350	7,511,000	674,165	786,229	11,211,323	83,153
Maine	10,254,614	10,254,614	5	5	425,000	425,000	425,000	425,000	204,705,033	50
Androscoggin	6,08	6,08	5	5	160,000	160,000	160,000	160,000	88,007	50
Amesbury and Ellington	5	5	10	10	1,815,000	1,815,000	1,815,000	1,815,000	205,000	50
New Hampshire	5	5	23	23	848,000	848,000	848,000	848,000	150,940	50
Ashuelot, Topeka & Santa Fe	5	5	4	4	187,000	187,000	187,000	187,000	187,000	100
Kansas	5	5	108	108	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Atlanta & Rich Air-Line f. Gas. C. & N. C.	5	5	119	119	840,000	840,000	840,000	840,000	187,000	100
Alabama	5	5	120	120	2,500	120,030	2,250,000	3,672	77,787	50
Atlanta and West Point	5	5	120	120	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Atlantic and Great West N.Y. Penn. & O.	5	5	120	120	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Atlantic and Gulf	5	5	242	242	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Georgia	5	5	388	388	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
North Carolina & Georgia	5	5	388	388	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Missouri	5	5	390,000	390,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Missouri, Kansas & Texas	5	5	392,267	392,267	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Montgomery & Mount Morris N.Y.	5	5	217,812	217,812	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Pennsylvania	5	5	217,812	217,812	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Bald Eagle Valley	5	5	217,812	217,812	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Baltimore and Ohio	5	5	217,812	217,812	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Baltimore and Ohio f. Md. & W. Va.	5	5	217,812	217,812	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Baltimore Branch	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Washington Branch	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
W. Virginia	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Maryland	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Baltimore and Potowmack	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Atlantic and Lake	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Belfast and Snow Shoe	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Pennsylvania	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Belvidere and Delaware	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Berkshire	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Berkshire and Cornhill	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
New Jersey	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Massachusetts	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Berkshire and Providence	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
New York	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston and Albany	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston and Clinton	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston and Fitchburg	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston, Concord and Montreal	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston, Concord and Montreal f. N. Y. & N. H.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston, Hart and Erie f. M. R. L. & N. Y.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston and Lowell	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston and Maine	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Boston and Providence	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W. & N. E. & N. W. & N. E. & N. W.	5	5	30,000	30,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	100
Brownsville and Albany f. Mass. & N. Y. & N. H. & N. E. & N. J. & N. S. & N. E. & N. W										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Stock ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (...) signify "not ascertainable." State-aid Railroads are distinguished by a "S." Land Grant Railroads are printed in "Italics."

Abstract of General Balance Sheet.

Abstract of General Balance Sheet.

Abstract of General Balance Sheet.									
Property and Assets.		Liabilities.							
Companies.		Railroad Operated.				Operations.			
Trains Moved.		Passenger.		Freight.		Carried one mile.		Earnings.	
Dividends.		Net.		Gross.		Tons.		p.e.	
and Indiana.....Indiana.		1,982,625		1,904,625		3,000,000		\$100.	
Michigan.....Michigan.		1,982,000		1,500,000		492,946		100.	
Canada, 92,720,070		1,267,982,684		1,267,982,684		80,624,565		100.	
Canada.		25,558,684		19,237,604		7,984,583		100.	
Columbia.		3,085,100		1,110,968		1,805,312		100.	
N. Carolina.		1,425,000		750,000		675,000		100.	
Illinois.		1,580,000		1,580,000		1,000,000		100.	
Naples.		2,600,302		2,920,197		9,322,000		100.	
Central Missouri.		15,665,480		15,665,480		1,000,000		100.	
S. Central.		2,930,924		2,923,640		631,280		100.	
S. Joseph.		8,039,500		4,000,000		4,000,000		100.	
Missouri.		1,182,650		1,182,650		700,000		100.	
Pennsylvania.		1,182,650		1,182,650		700,000		100.	
New Lancaster.		1,182,650		1,182,650		700,000		100.	
Pennsylvania.		1,182,650		1,182,650		700,000		100.	
Connecticut.		3,657,113		282,501		4,701,925		100.	
New Haven.		4,666,866		4,666,866		2,065,560		100.	
and Fishkill.		1,260,000		20,000,000		20,000,000		100.	
Johns.		2,105,558		181,451		341,000		100.	
Connecticut.		6,000,000		2,600,000		3,400,000		100.	
Texas.		2,600,000		2,600,000		2,000,000		100.	
Broad Top M.		1,182,650		1,182,650		2,000,000		100.	
Penn.		1,182,650		1,182,650		2,000,000		100.	
Illinois Central.		1,182,650		1,182,650		2,000,000		100.	
Ind. & Ill.		1,182,650		1,182,650		2,000,000		100.	
Western & Southern.		1,182,650		1,182,650		2,000,000		100.	
Iowa.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,000,000		100.	
Illinoian.		1,182,650		1,182,650		2,00			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

"Rolling Stock" occurring in the column headed "Railroad" is included in that headed "Railroad." A dash (—) between the column signs "11" and "12" signifies that the cost of the Railroads are included in "Railroad." Railroads were discontinued by R.R. & G.R. and Grant Railroads are removed in "Railroad."

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3 Abstract of General Balance Sheet

AMERICAN RAILROAD JOURNAL.

1203

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market	Fwd.
RAILROAD STOCKS:						
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Baltimore and St. Lawrence* guar.	2,494,000	4	4	...		
Baltimore and Ohio, pref.	3,000,000	6	6	...		
Berkshire, * guaranteed.	600,000	7	7	...		
Blossburg and Corning,* guar.	250,000	5	5	...		
Boston, Concord and Montreal, pref.	1,340,000	6	6	75		
Buffalo, N. York and Erie,* guar.	950,000	7	7	74		
Camden and Atlantic, pref.	753,695	7	7	70		
Cat�awissa,* pref. and guar.	2,200,000	7	7	89		
Cayuga and Susquehanna,* guar.	589,110	7	9	...		
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...		
Central Ohio, preferred.	400,000	7	7	31		
Cheshire,* guar.	380,000	8	6	...		
Chicago and Alton, pref.	2,017,815	7	8	82		
Chicago and Iowa and Nebraska,* guar.	2,425,400	7	10	114		
Chicago and Northwestern, pref.	20,370,293	7	7	88		
Cleveland and Mahoning,* guar.	2,056,000	7	7	...		
Cleveland and Toledo,*† guar.	6,250,000	34	...			
Cooshecho, preferred.	177,750	8	...			
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91		
Cumberland Valley, 1st pref.	241,900	8	8	114		
" 2d pref.	594,261	6	6	...		
Dalaware,* guaranteed.	1,500,000	6	...			
Detroit & Milwaukee,* preferred and guaranteed.	1,988,170	7	7	97		
Dubuque and Sioux City,* preferred and guaranteed.	330,308	7	7	...		
Dubuque Southwestern, pref.	492,000	8	8	...		
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...		
Elmira and Williamsport,* guar.	500,000	5	5	...		
Elmira and Williamsport,* preferred and guaranteed.	5,586,910	7	7	60		
Erie, preferred.	100,000	...				
Evansville and Crawfordsville pref.	5,078,224	...				
Hannibal and St. Joseph, pref.	1,182,550	7	7	70		
Harrisburg and Lancaster,* guar.	1,180,000	8	4	104		
Housatonic, preferred.	190,750	7	34	25		
Huntingdon & Broad Top Mountain, preferred.	1,500,000	7	7	8		
Joliet and Chicago,* guar.	300,000	8	8	...		
Joliet and Northern Indiana,* guar.	500,000	7	7	...		
Lackawanna and Bloomsburg, pref.	Leeds and Farmington,* guar.	...	5	...		
Little Schuylkill,* guar.	2,046,100	7	7	...		
Louisville, Cincinnati and Lexington, preferred.	3,775,000	9	9	87		
Marietta and Cincinnati, 1st pref.	5,686,135	6	6	24		
" 2d pref.	4,051,744	6	...	11		
Manchester and Lawrence,* guar.	1,000,000	9	...			
Michigan Southern, guaranteed.	586,800	10	10	...		
Mill Creek and Mine Hill,* guar.	323,375	10	10	...		
Milwaukee and St. Paul, preferred.	9,744,268	7	...	76		
Mine Hill and Schuylkill Haven,* guaranteed.	5,282,250	12	12	...		
Mount Carbon & Pt. Carbon,* guar.	1,344,000	2	...			
New Haven and Northampton*	1,500,000	8	8	135		
New York and Harlem, pref.	1,000,000	6	6	...		
Niagara Bridge and Canandaigua,* guar.	155,000	8	8	...		
North Eastern (S. C.) preferred.	1,087,000	8	8	106		
Ogdensburg and L. Champlain, pref.	3,600,000	7	7	73		
Paterson and Hudson,* guar.	630,000	8	8	...		
Paterson and Ramapo,* guar.	248,000	5	5	...		
Peoria and Bureau Valley,* guar.	1,200,000	6	6	...		
Philadelphia and Reading, pref.	5,996,700	...				
Philadelphia and Trenton,* guar.	1,551,800	10	...			
Pittsfield and North Adams,* guar.	1,069,720	10	...			
Portl. & Kennebec (Yarmouth) guar.	450,000	6	6	...		
Portland, Sago & Portsmouth,* guar.	202,400	6	6	...		
Portland and Concord*.	1,500,000	6	6	...		
Richmond, Fredericksb. & Potomac, * guaranteed.	350,000	7	7	...		
Rochester and Genesee Valley*.	142,900	7	7	...		
Rutland, preferred.	557,560	7	7	767		
Saint Louis, Alton and T. H., pref.	2,040,000	7	7	61		
Sandusky and Cincinnati, pref.	445,556	6	6	364		
Schuylkill Valley,* guar.	576,050	5	5	...		
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...		
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...		
" " (E. D.) pref.	1,700,000	7	7	...		
Toledo, Wabash and Western, pref.	1,000,000	7	7	84		
Troy and Greenbush,* guar.	274,006	7	7	...		
Vermont and Canada,* guar.	2,600,000	8	8	...		
Warran,* guar.	1,408,300	7	7	...		
White Mountains,* guar.	200,000	5	5	...		
Wrightv. York & Gettysburg,* pref.	317,050	2	...	2		
CANAL STOCKS:						
Delaware Division,* guar.	1,623,350	8	8	...		
Morris, preferred.	1,125,000	10	10	122		
Schuykill Navigation, pref.	2,888,907	6	6	304		
Union, preferred.	...	6	...	2		
MISCELLANEOUS STOCKS:						
Cumberland Coal, pref.	...	8	...			
Mariposa Mining, pref.	5,774,400	7	7	11		

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 35 — @ 38 50

Pig, American, No. 2.....37 — @ 38

Pig, American, Forge.....35 — @ 36

Bar, Refined, English and American.....— @ 38

Bar, Swedes, assorted sizes.....(gold).85 — @ 100

STORK PRICES.

Bar, Swedes, ordinary sizes.....107 50 @ 120

Bar, Refined.....85 — @

Bar, Common.....90 — @

Scroll.....102 50 @ 132 50

Ovals and Half-round.....102 50 @ 122 50

Band.....— @ 97 50

Horse Shoe.....100 — @ 106

Rods, 4@3-16 inch.....90 — @ 125

Hoop.....107 50 @ 150

Nail Rod.....per lb. — 6@ —

Sheet, Russia, as to No.'s.....(gold).17@ — @ 18

Sheet, Single D. and T. Common.....4@ — @ 5

Rails, English.....(gold).per ton. 57 — @ 59

Rails, American, at Works in Penna...c'y. 70 — @ 71

Anvils (Eagle)...per lb. currency. — 8@ —

STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality).per lb. — 15 @ — 18

English Spring (2d and 1st quality). — 7 @ — 10

English Blister (2d and 1st quality). — 10 @ — 17

English Machinery.....11 @ — 13

English German (2d and 1st quality). — 10@ — 12

American Blister "Black Diamond". — @ — 12

American Cast, Tool, do. — 18 @ — 16

American, Spring, do. — 9 @ — 11

American Machinery, do. — 9 @ — 10

American German, do. — 9 @ — 11

NAILS-DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....per 100 lb 4 50 @ —

Cut Spikes, all sizes.....4 75 @ —

Clinch.....0 @ —

Horse Shoe, Forged (No. 10 to 5).per lb. — 19 @ — 33

Copper.....— @ — 39

TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Plate (gold).per lb. — 41 @ — 41½

Straits.....(gold). — 36@ — 36½

English.....(gold). — 34@ — 35

Plates—Fair to good brands.—Gold—Currency.

L. C. Charcoal...per box. 8 75 @ 9 — 10 25 @ 10 75

I. C. Coke.....7 50 @ 8 50 9 — @ 10

Coke Terne.....6 37@ — 7 50 7 25 @ 9 — 9

Charcoal, Terne.....7 75 @ 8 25 9 50 @ 10 — 10

PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).per gall. — 14 @ —

Crude, 40 @ 47 gravity (in shipping order). — 16 @ — 18

Refined, Standard White (in shipping order). — 16 @ — 23

Refined, prime White (in shipping order). — 16 @ — 24

Refined, S. W. (in Jobbing lots). — 16 @ — 25

Refined, S. W. (in tin). — 28 @ — 29

Naphtha, Refined, (65 @ 73 gravity). — 10@ — 10

Residuum.....per bbl. 4 — 6@ —

GLASS-DUTY: Cylinder or Window Polished Plate, not over 10 by 16 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1½; over that, and not over 16 by 24, 2½; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window (Single Thick.)

1st. 2d. 3d. 4th. (Old List.)

Sizes. A. B. C. D.

6 by 8 to 7 by 9\$7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 158 25 7 50 7 00 6 50

11 by 14 to 12 by 189 75 9 00 8 00 7 00

14 by 16 to 16 by 2410 50 9 50 8 50 7 50

18 by 22 to 18 by 3012 25 11 25 10 00 8 00

20 by 30 to 24 by 3015 00 13 75 11 50 9 00

24 by 31 to 24 by 3616 50 15 00 12 50 10 00

25 by 32 to 30 by 4417 50 16 00 14 50 12 50

30 by 46 to 32 by 4820 00 18 00 15 50 13 50

32 by 50 to 32 by 5622 00 20 00 17 00 14 50

Above.....25 00 23 00 20 00 16 00

(The above subject to a discount of 55@60 per cent.)

(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10(4 qts.)...per 50 feet 10 — @ 7 75

8 by 11 to 10 by 15(4 qts.)...10 50 @ 8 —

11 by 14 to 12 by 18(4 qts.)...12 — @ 9 25

14 by 16 to 16 by 24(4 qts.)...12 50 @ 9 75

18 by 22 to 18 by 30(4 qts.)...15 — @ 10 50

20 by 28 to 24 by 30(4 qts.)...18 50 @ 12 50

26 by 34 to 26 by 40(3 qts.)...21 50 @ 16 50

28 by 38 to 28 by 44(3 qts.)...22 — @ 16 50

28 by 46 to 32 by 52(3 qts.)...23 — @ 17 —

32 by 50 to 32 by 52(3 qts.)...24 50 @ 18 —

34 by 52 to 34 by 56(3 qts.)...25 50 @ 19 50

36 by 60 to 40 by 60(3 qts.)...30 — @ 22 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25

Canton Co.....67½ 67 72 101 104 101

Central of N. Jersey.....103 104 107 106

Chicago & Alton.....112 113 113 113

.. pref.....114 114 114 114

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New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.
Th.19. F.20. Sat.21. M.23. Tu.24. W.25

FEDERAL STOCKS:

U. S. 6s, 1874, reg.	109	109	109	109	109
U. S. 6s, 1874, coup.	109	109	109	109	109
U. S. 6s, 10-40s, coup.	108	107	107	107	108
U. S. 6s, 1881, reg.	114	114	114	114	115
U. S. 6s, 1881, coup.	116	115	116	116	116
U. S. 6s, '81, O.W.L.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '62.	109	110	110	110	109
U. S. 6s, 5-20s, c. 1862. 114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '64.	110	110	110	110	110
U. S. 6s, 5-20s, c. 1864.	109	109	109	109	109
U. S. 6s, 5-20s, reg. '65.	114	114	113	114	114
U. S. 6s, 5-20s, c. 1865. 114	114	114	113	114	114
U. S. 6s, 5-20s, r. n. '65.	112	112	112	112	112
U. S. 6s, 5-20s, c. n. '65. 112	112	112	112	112	112
U. S. 6s, 5-20s, reg. '67. 112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1867. 112	112	112	112	112	113
U. S. 6s, 5-20s, reg. '68.	112	112	112	112	113
U. S. 6s, 5-20s, c. '68. 112	112	112	112	112	113
U. S. 6s, Pac.R.R. issue 110	110	111	111	111	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.
W.18. Th.19. F.20. Sat.21. M.23. Tu.24

Catawissa	44	43	44	45	45
Camden and Amboy	122	125	123	128	128
Ge., 1875	90	90	90	90	90
Ge., 1889	90	90	90	90	90
mort. Ge., '89 95	94	94	95	95	95
Elmira & Williamsport	100	100	100	100	100
pref.	100	100	100	100	100
Lehigh Navigation	33	33	34	34	35
Ge., 1884	80	80	80	80	84
Gold L.	88	88	89	90	90
R. R. L.	80	80	80	80	80
Conv. L.	80	80	80	80	80
Lehigh Valley R. R.	58	57	58	58	58
Ge. new coup.	58	57	58	58	58
Ge. new reg.	58	57	58	58	58
Little Schuylkill R.R.	44	44	45	45	45
7s.	51	51	51	51	51
Minehill	51	51	51	51	51
Morris Canal	100	100	100	100	100
pref.	100	100	100	100	100
1st mort.	100	100	100	100	100
North Pennsylvania	99	99	99	99	99
Ge., 1880	99	99	99	99	99
7s.	99	99	99	99	99
10s., 1887	99	99	99	99	99
Northern Central	39	39	39	39	39
Oil Creek & Allegh. Riv.	45	45	45	46	47
7s.	84	84	85	85	85
Pennsylvania R. R.	57	58	58	59	59
1st M.	97	97	99	99	99
2d M.	97	97	99	99	99
Gen. mort.	91	91	91	91	91
Penn. State, 6s. 1st series	100	100	100	100	100
6s. 2d series	103	103	102	102	102
6s. 3d series	106	106	106	106	106
6s. W. L.	99	99	99	99	99
Philadelph. City, 6s.	99	99	99	99	99
new	98	99	99	100	100
Philad. Ge. & Nor.	86	86	86	86	86
Philad. & Reading	52	53	54	54	53
Philadelphia & Erie	23	23	23	23	24
6s.	84	84	84	85	85
Schuylkill Navigation	15	15	15	15	15
pref.	75	75	77	77	77
Ge., 1882.	75	75	77	77	77
Ge., 1876.	75	75	77	77	77
Ge., 1872.	75	75	77	77	77
Hastingsville, (Horse)	21	21	21	21	21
Chestnut & Wal.	21	21	21	21	21
Green & Coates	21	21	21	21	21
2d and 3d streets	21	21	21	21	21
Spruce and Pine	21	21	21	21	21
13th and 15th sts.	21	21	21	21	21

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.
W.18. Th.19. F.20. Sat.21. M.23. Tu.24

Baltimore City 6s, 1875.	93	93	93	93	93
1886	96	96	96	96	96
1890	96	96	96	96	96
1894	96	96	96	96	96
1900	96	96	96	96	96
Balt. and Ohio.	95	95	95	95	95
bonds, 1875.	95	95	95	95	95
1880.	95	95	95	95	95
1885.	95	95	95	95	95
Marietta & Cinc. 1st M.	96	96	96	96	96
2d M.	85	85	85	85	85
3d M. 88.	85	85	85	85	85
Northern Central.	39	39	39	39	39
bonds, 1885.	39	39	39	39	39
1900.	92	92	92	92	92
Pittsb. & Connells. 7s.	93	93	93	93	93
N. W. Va. 1st mort.	25	25	25	25	25
2d mort.	25	25	25	25	25
3d mort.	25	25	25	25	25
Virg. 6s. Consol.	60	59	59	59	60
Defer. Certif. 25	25	25	25	25	25
City Passenger R. R.	25	25	25	25	25

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.
Th.19. F.20. Sat.21. M.23. Tu.24. W.25

Boston and Albany	147	147	148	149	149
Boston and Lowell	147	147	148	149	149
Boston and Maine	147	147	148	149	149
Boston and Providence	150	150	150	150	150
Boston, Hartford & Erie	24	26	26	26	26
Cheshire, pref.	82	82	82	82	82
Connecticut River.	139	139	139	139	139
Eastern.	107	107	107	108	108
Fitchburg.	140	141	140	140	140
Manchester & Lawrence.	110	110	110	110	110
Michigan Central.	115	116	117	116	116
Northern, N. H.	112	112	112	112	112
Ogdens & Lake Champlain	87	87	87	87	87
pref.	105	105	105	105	105
Old Colony & Newport.	102	102	102	102	103
Ph. Wil. & Baltimore.	53	53	53	53	53
Portl'd, Sac. & Ports.	134	134	134	134	134
Union Pacific.	21	23	24	23	23
" 6s.	84	84	84	84	84
" Land Grant 7s.	73	74	74	74	74
Income 10s.	72	72	72	72	72
Vermont & Canada.	100	100	100	100	100
Vermont & Mass.	70	70	70	70	70
South Boston (Horse).	104	104	104	104	104
Cambridge	77	77	77	77	77
Metropolitan	80	80	80	80	80
Middlesex	80	80	80	80	80
Central Mining Co.	80	80	80	80	80
Copper Falls.	80	80	80	80	80
Franklin	80	80	80	80	80
National	80	80	80	80	80
Pewable	80	80	80	80	80
Quincy	80	80	80	80	80

a contraction of \$39,700 in their item of circulation. The city bank exchanges, last week, averaged \$123,167,713; and thus far, this week, 123½ millions daily. The banks now hold \$1,594,775 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is \$10,101,400, against \$11,948,113 same time last year. The city bank deposits are now \$203,791,000 against \$189,578,983 week ending Oct. 22, 1870. The legal tender reserve amounts to \$50,014,700 against \$52,390,812 same time last year. The circulation now stands at \$30,294,300, against \$32,517,036 same time last year. The loans are now \$283,580,100, against \$265,665,396 at this date last year.

The U. S. Sub-Treasury enlarged its currency balance \$203,176 and its coin reserve \$3,048,819, as the result of the week's business. The receipts of the office were \$7,425,260 in coin, and \$8,976,817 in currency; payments, \$4,384,942 in coin, and \$7,773,641 in currency. The office received \$2,953,000 in coin or its equivalent, from customs; and disbursed \$1,028,973 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$2,419,432 of coin certificates, received for customs. The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$336,910,050; and as security for deposits of public money, United States bonds for \$15,569,500. The aggregate of the outstanding circulation of the National Banks of the country is \$323,985,382.

Government revenues yielded moderately, through the week. The excises yielded last week about two millions, and thus far since July 1, \$43,439,368. The customs at the port of New York, last week were \$2,762,422; and at the exports, equal to about \$920,000 more, all in coin, or coin certificates.

The Treasury balances on Wednesday were: Coin \$96,000,000; currency, \$5,000,000. Coin certificates were outstanding for \$16,000,000.

Gold has been offered more freely and has been less active. The tendency of the price has been downward, influenced in part, by the anticipatory payments of the November interest on the public debt. The range of the price during the week, has been from 111½@113, and the closing quotation on Wednesday was 111½ against 113½ the preceding Wednesday. The specie outflow, last week, was \$601,843; on Tuesday of this week, \$34,366; and on Wednesday \$53,241. The Gold Exchange Bank clearances have been as follows: Oct. 19, \$48,035,000; Oct. 20, \$49,951,000; Oct. 21, \$59,788,000; Oct. 23, \$47,752,000; Oct. 24, \$57,899,000; Oct. 25, \$77,252,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Oct. 21st, 1871, \$66,895,226, against \$68,140,881 same time in 1870.

The export drain of specie was \$601,843 last week, against \$556,181, same week preceding year. The shipments since January 1, 1871, have been \$59,473,025, against \$50,876,890 same time in 1870. The customs demand for Gold last week, averaged \$492,167 a day; thus far, this week, it has averaged \$472,500 a day, or equal to a weekly aggregate of \$2,835,000. The arrivals of

specie from Europe, Havana and other foreign ports last week, were \$8,032, and since Jan. 1, 1871, \$8,319,290 against \$8,493,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$131,646,153 against \$119,675,357 same time in 1870.

Foreign exchange has been in moderate supply and rather more confident demand at stronger rates. Bankers' sixty day bills on London closed on Wednesday at 108½@108½; sight bills on London, 109½@109½.

The produce exports from this port, week ending with Oct. 24, were to the currency value of \$5,276,054.

Government securities have met with a readier market at generally better prices, with comparatively light offerings of all issues reported.

On Wednesday, Government bought in two millions of Five-Twenties at 110 48@111 24 nett. The amount of bonds offered was \$3,068,450 at from 110 48@111 40.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116½@116½; U. S. Five-Twenties of 1862, 114@114½; U. S. Five-Twenties of 1864 at 113½@114; U. S. Five-Twenties of 1865, 114@114½; U. S. Five-Twenties of 1866 consolidated, 112½@113; U. S. Five-Twenties of 1867, 113@113½; U. S. Five-Twenties of 1868, 113@113½; U. S. Ten-forties at 109½@109½; U. S. Six per cent. currency bonds, 111@111½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 11.	Oct. 18.	Oct. 25.
Consols	92½	93½	93
U. S. 5-20's of 1862..	92½	90½	90½
U. S. 5-20s, 1865....	92½	91½	90½
" 1867	92½	91½	92½
" 10-40s	89	88½	89½
Erie.	22½	22½	24

The new Funding Five per cent. Loan was quoted in London on Wednesday at 1½ per cent. discount.

State bonds have been in more demand at steadier prices.

Railway bonds have been more sought after and quoted firmer in the instances of the more popular of the old loans. Central Pacific Sixes closed strong at 101½@101½. The six per cent. First Mortgage Loan of the Chesapeake and Ohio Railroad has been in increased favor with buyers, for investment at the current price of 93 per cent. and accrued interest.

Railway and miscellaneous share property has been more active and generally stronger, though closing irregularly.

General business has been on a moderate scale, with values of domestic produce quoted steadier toward the close. Middling upland cotton closed on Wednesday at 18½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 821,652 bales, against 395,735 bales same time in the preceding year; exports 98,562 bales, against 107,957 bales in the previous year; stock at the ports at latest dates, 185,192 bales, against 200,273 bales same date 1870.

At the Live Stock Markets, Beeves have been in very moderate demand at from 7@12½ cts.; Veals at 4@10 cts.; Sheep at 4½@6½ cts.; Lambs at 6@7½ cts.; Swine, 5½@5½ cts per lb., all live weight. The week's receipts were 7,624 Beeves,

1,815 Veal Calves, 41,806 Sheep and Lambs; and 41,380 Swine.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were disposed of at a material reduction in prices, the range having been \$3 85@\$5 35, against \$4 15@\$6 15 in September.

Foreign goods have attracted rather less attention, but prices have been quoted generally firm. The week's imports of foreign goods reached \$7,115,036, including \$1,791,927 of dry goods.

Ocean freights have been less active and rates have been rather less firm, closing in favor of shippers. Room, plentier.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Central of New Jersey new bonds, 101½; Galena and Chicago 2d mort., 100½; Cleveland and Pittsburg consol., 95; North Missouri 1st mort., 85; New York and Harlem consol., 93; Toledo, Wabash and Western consol., 83½; Gt. Western 1st mort., 1888, 90; Hannibal and Naples 1st mort., 90; St. Louis and Iron Mt. 1st mort., 90; Chicago and Milwaukee 1st mort., 93; Long Dock bonds, 88; New Jersey, R. R., 120; Albany and Susq. R. R., 90; New York and New Haven R. R., 145; North Carolina 6s, special tax, 13½; do., Fund Act, 1868, 27½; South Carolina 6s, new, Jan. and July, 40; do. Aph. and Oct., 40; Arkansas 7s, issued to Central R. R., 65½; do. 6s, Fund Act, 56; Ohio 6s, 1881, 104½; Alabama 5s, 67; do., 8s, 98½; Louisiana, 6s, Levee bonds, 65; New York State 7s, B. L. reg., 109½; Western Union Tel., 61½; Quicksilver pref., 24½; Am. Coal, 45; Maryland Coal, 21½; Pennsylvania Coal, 220; Consol. Coal, of Md., 41½; Am. Mer. Union Exp., 54½; Adams Exp., 83½; U. S. Exp., 54½; Wells-Fargo Exp., 51; Brooklyn 6s, W. L., 94; Brunswick City Land, 7.

Philadelphia.—Susquehanna Canal 6s, 62; Penn. and New York 7s, 93½; Belvidere Delaware 3d mort., 81; West Jersey R. R. 7s, 100½; Germantown Pass, R. R., 83; Pennsylvania State 5s, reg., 92. The latest quotations are: City 6s, 99@100; do. free of tax, 100@100½; State 5s, coupon, 100@—; do. 6s, W. L. 100@100; do. 1st series, 101@102; do. 2d series, 102½@103½; do. 3d series, 106@107; Reading, 53½@53%; do. 7s, 1893, 100½@—; do. mort. 6s, 1880, 91½@92%; Camden and Amboy, 127@128; do. mort. 6s, 1889, 95½@96; do. 1883, 90@92; do. 1889, 89½@—; Pennsylvania R. R., 59½@59%; do. 1st mort., 99@99½; do. 2d mort., 96½@98; do. General mort. coupon, 91@92; do. reg., —@91; Little Schuylkill R. R., 44@45; Morris Canal, 48@51; do. pref., 118@125; do. 6s, 86@—; Susquehanna Canal, 9@10; do. 6s, 61@—; Schuylkill Nav., 7½@9; do. pref., 15½@15¾; do. 6s, 1882, 77½@78; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 92@—; do. 5s, 61@—; Lehigh Coal and Navigation, 34½@35; do. 6s, 1884, 84@85; do. R. R. Loan, 90@91; do. Gold Loan, 90@90½; North Pennsylvania, 46@47; do. 6s, 98½@100; do. 7s, 97@99; do. Chatte 10s, 110@110; Philadelphia and Erie, 23½@23½; do. 6s, 88½@—; Minnehaha, 51½@52; Catawissa, 18@18; do. pref., 44½@45; Lehigh Valley, 58½@59; do. 6s, new coupon, —@97½; do. reg., 97½@98; do. 7s, 99½@100; Fifth and Sixth streets, (horse), 45@46; Second and Third, 65@68; Thirteenth and Fifteenth, 22½@23½; Spruce and Pine, 32@33; Green and Coates, 47@

—; Chestnut and Walnut, 50@55; Hestonville, 20½@21½; Union, 70@70½; Germantown, 32@34.

Boston.—Michigan Central R. R. 8s, 1890, 108½; Carthage and Burlington R. R. 8s, 95½; Vermont Central 1st mort., 85; do. 2d mort., 86½; Burlington and Missouri River R. R. 8s, in Nebraska, 94; Vt. Central and Vt. and Canada 8s, 1875, 100; Eastern R. R. 6s, 1885, 96½; do. 1874, 96½; Middlesex Horse R. R. 6s, 1884, 80½; Dixon, Peoria and Hannibal 8s, 1889, 95½; Framingham and Lowell 1st mort. 7s, 1891, 90; Stanstead, Shefford and Chambley 7s, 83½; Detroit, Hillsdale and Indiana 8s, 1890, 87½; Missisquoi R. R. 7s, 80; Leavenworth, Lawrence and Galveston 10s, 92; Cincinnati, Sandusky and Cleveland R. R., 20; Indianapolis, Cincinnati and Lafayette R. R., 8; Rutland, pref., 76½; do. 8s, 1880, 98½; Worcester and Nashua R. R. 137; Eastern (N. H.) R. R. 104; Portsmouth, Gt. Falls and Conway R. R., 100; Boston Water Power, Co., 45½; Cary Imp., 12½; Maine 6s, 1889, 100½; Connecticut 6s, 1883, 100½; Chicago 7s, River Imps., 90½; do. Water Loan, 91; do. Sewerage, 91; Hartford 6s, 1876, 98½; Cincinnati 6s, 1881@1887, 92; St. Louis 6s, 1887, 90; Boston 5s, 1877, 98½; do., 1882, 100; Lynn 6s, 1891, 100½; Cambridge 6s, 1887, 99½; Allouez Mining Co., 3½; Calumet and Hecla, 110.

Baltimore.—Orange, Alex. and Manassas bonds, 79; Northern Central 6s, 1900, gold, 92; Orange and Alexandria 4th mort., 8s, 81; Maryland Defense loan, 104; Virginia coupon 6s, old, 59½; Memphis City 6s, 55. The latest quotations are: Pittsburgh and Connellsburg 7s, 1898, 92½@93; Baltimore and Ohio, 137@140; do., 6s, 1875, —@98; do., 1880, 95@95; do., 1885, 92½@92½; Northern Central, 39½@40; do., 6s, 1885, 92@92½; do., 1900, 85@87½; do., 6s, 1900, gold, 91½@92½; N. W. Va. 1st mort., 97@—; do., 2d mort., —@97; do., 3d mort., 1835, 89@91; Marietta and Cincinnati 7s, 1892, 95½@96; do., 2d mort., 85½@85½; do., 3d mort., 79@79½; Central Ohio, 29@29%; do., 1st mort., 84½@85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@—; do., 3d mort., guar., 90@91%; do., 2d mort. pref., 60@—; do., 6s, guar., by Washington Co., 82@84; Richmond and Danville bonds, 80@81; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 79@81; do., 3d mort. 8s, 90½@—; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 78½@79; Virginia and Tennessee 8s, 88@89; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 95½@97½; do., 1884, 97@97; do., 1886, 97@99; do., 1890, 96½@97; do., 1893, 97@—; do., 1900, 96@96½; Memphis City 6s, 55@55½; Maryland 6s, 1890, 94½@—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 22½@—; George's Creek Coal, 76@83.

The Tredegar Iron Works at Richmond, Va., are represented as being in a more flourishing condition than at any time since their establishment. They cover eight acres, employ thirteen hundred men, and have to be kept in operation day and night to supply the orders which are pouring in from all sections of the country. In the manufacture of coal freight cars they do the heaviest business in the United States. The company has \$1,000,000 capital and its stock is chiefly owned by citizens of Richmond.

United Companies' Lease.

The lease of the property and franchises of the United Companies of New Jersey to the Pennsylvania Railroad Company is for nine hundred and ninety-nine years, at an annual rental of ten per cent. on the stock of the several companies, payable quarterly. Having been signed by the other parties in interest, the signature of the President of the Philadelphia and Trenton railroad company is now only required to perfect the instrument. When the lease is signed by all the parties, the *Philadelphia Ledger* says "a committee will make out a proper inventory of the property to be transferred, with an appraisement of its value. This, it is thought, can scarcely be accomplished in less than three weeks, and, indeed, it may be the 1st of December before the Pennsylvania Railroad Company will enter into possession of the leased works. There will then be due to the stockholders of the United Companies the remaining 2 per cent. due on the last July dividend and the $2\frac{1}{2}$ per cent. quarterly dividend due October 1. This being the 1st of December, and within a month of the January quarter of $2\frac{1}{2}$ per cent. more, it is probable that the whole 7 per cent. will be paid, all under one trouble."

Daulin.

On the 11th instant a party of some seventy gentlemen, representing the principal railroad and mining interests of the country, with several prominent civil engineers, visited Tarrytown, by invitation of the LAPLIN & RAND POWDER CO., to witness some practical experiments with the new explosive "Daulin." The steamboat *Florence* was chartered for the excursion, and the trip up the river diversified by amateur blasting with the beautiful and compact electrical apparatus made by the above company. On reaching the place of exhibition, a heavy rock cut on the New York and Boston Railroad, the party first inspected two of the Hotchkiss & Gardiner steam rock drills, in operation on the very tough hornblende granite through which the cut is being driven. This drill is constructed on the principle of the Hotchkiss steam hammer, with an air cushion placed between the steam piston and drill so that although striking 300 blows per minute with a force of 1,500 pounds each, there was no shock to the machinery, nor any necessity for the heavy loading of stone to hold the drill in place, which is commonly used with other machines.

We have not space for a full report of the various trials with Daulin. As regards its enormous strength the most satisfactory exhibitions were first, the throwing out some 160 yards of stone, nearly all in shape to handle without subsequent breaking up, by two holes, sixteen feet deep, eighteen feet apart and eleven feet behind the face of the rock, fired simultaneously by the electrical battery; and, second, the thorough breaking of a round granite boulder over 8 ft. in diameter by about two pounds of Daulin, placed loosely on top of the rock and only covered by a bucket full of sand. For "block holes," a hole $\frac{3}{4}$ in. in diameter by 6 in. deep charged with Daulin, seemed to have as much effect as one 2 inches by 2 feet filled with powder.

The suitability of Daulin for torpedoes, or work in wet shafts or mines, was demonstrated by using water as the only tamping in one case, and by the fact that the holes in the great blast above de-

scribed were full of water when the Daulin was inserted.

But the most interesting and novel point was the impunity with which Daulin was subjected to the roughest handling and hardest tamping, and the quiet manner in which it burned unless caused to explode by a heavy charge of fulminating powder. Holes filled with it and lighted by ordinary Fuse burned out slowly in a beautiful fountain of fire.

Some ten pounds were packed solidly in a very tight box and placed in a large bonfire. When the fire had burned through the box at one point the Daulin ignited and burned with a brilliant light, faster than the box but without any explosion whatever. When the contents were consumed the box was taken from the flames and after being immersed in water brought to New York with the party.

THE WEST WISCONSIN RAILWAY is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business ; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & CO., 18 Wall-st., and GWYNNE, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

At a meeting of the directors of the Philadelphia and Trenton Railroad Company, held in Philadelphia on the 25th inst., to take action upon the lease of the United Companies of New Jersey to the Pennsylvania Railroad Company, it was resolved that Mr. Gatzmer, President *pro tem.*, be authorized to execute the lease upon the assent of a majority of the stockholders being obtained. For that purpose a meeting is to be held at the office of the company on the 11th of November.

The Philadelphia Ledger, 20th instant, says "that the building of a narrow gauge line from Hanover Junction to Oxford is now substantially assured. This will give a road through Lancaster, York and Adams counties, and its further extension to the West is in such hands that we may safely anticipate the early realization of that portion of the enterprise."

The Chicago Tribune, in a carefully prepared article, states that not less than twenty nor more than twenty-five per cent. of the total assets of that city, including both real and personal estate, has been destroyed.

The Vineland Railroad is now completed to Greenwich, ten miles beyond Bridgeton; but three miles of iron remains to be laid. Cars run through to New York without change, in about six and a half hours from Vineland.

The city of Sheboygan has voted \$50,000 aid for the Milwaukee, Manitowoc and Green Bay Railroad.

CHESAPEAKE AND OHIOS—FIVE-TWENTIES—CENTRAL PACIFICS.

BANKING OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Oct. 23, 1871.

THE SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are rapidly being taken up. Only a limited amount of the smaller denominations is left. These bonds offer unsurpassed safety and a liberal income, and are especially suitable for investments.

The great line of railroad upon which they are based is already completed and in operation from Richmond to the White Sulphur Springs—227 miles, and the portion between the Ohio River and the coal deposits of the Kanawha Valley, (nearly 100 miles,) is nearly ready for traffic. The intermediate section of about 100 miles is also well advanced, and will be completed and in operation within one year, so as to form a continuous trunk line from the navigable waters of the Atlantic to the Ohio River.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe, both roads being prominent lines, and under substantially the same fiscal management. Principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York ; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence that we did the Five-twenty Bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL OR WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price. Orders for Chesapeake and Ohio Bonds, accompanied with Drafts or Checks, may be forwarded to us by mail, and the bonds will be sent by express, charges paid.

Bonds are in coupon or registered form, same as FIVE TWENTIES ; run thirty years ; principal and interest in United States gold coin. Price, 93 and accrued interest, that is, with coupon attached, due November 1.

\$1,000 Chesapeake and Ohio Bond costs to-day \$958 77.
\$500 Chesapeake and Ohio Bond costs to-day \$479 38.
\$100 Chesapeake and Ohio Bond costs to-day \$96 88.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow four per cent. interest. Certificates of deposit issued and collection made in all parts of the Union.

HARVEY FISK.
A. S. HATCH.

Pittsburgh and Castle Shannon Narrow Gauge Railroad.

The above new enterprise has formally commenced operations by appointing Capt. Isaac J. MacKinley of this city as its Chief Engineer. Captain MacKinley has been identified with the getting up and organization of the Company from its inception, and his long experience as an engineer and real estate operator in this vicinity gives assurance that his new duties will be faithfully and energetically performed. He is now organizing a corps of engineers and in a few days will commence work in the field—and says that he will have passenger cars running through to Castle Shannon by the 1st of April. In the meantime the 1,000 acres of land owned by the company at Castle Shannon will be laid out into town lots, and villa sites are offered for sale. He will also survey and develop the vast coal interest of the company, and expects to be able to deliver in South Pittsburgh by the first of April 25,000 bushels of coal each day—the road is now delivering 15,000 bushels daily. At the same time the surveys and construction of the road will be pushed on to Finleyville, in Washington county, with all possible dispatch. The officers of the company are M. D. Hays, President; Wm. H. Edgerton, Vice-President; E. W. Rolfe, Secretary and Treasurer, and Isaac J. MacKinley, Chief Engineer. They are all young, active men in the community, whose past history gives every assurance that the Pittsburgh and Castle Shannon Railroad will be hurried along to an early and successful completion. The general officers of the Company are at 75 Fourth avenue.—*Pittsburgh Chronicle.*

Chicago and Northwestern Railway.

We give elsewhere an abstract of the Report of this Company for the fiscal year ending May 31, 1871. The following extract from the Report has reference to the connections and extensions of the company's roads:

During the last year several new works have been undertaken, while others, in progress or contemplated, have been brought to completion. The following description presents the extent and importance of these various projects, and their connection with and relation to the system of railroads owned and operated by this Company:

MADISON EXTENSION LINE, 126 MILES.

In the consolidation of the Galena and Chicago Union Rail-Road Company with the Chicago and North Western Railway Company, the latter came into possession of the Beloit and Madison Rail-Road, extending to the City of Madison, and connecting there with the Prairie du Chien Division of the Milwaukee and St. Paul Rail-Road. The business of this Madison line has ever been comparatively light, as has been shown from year to year in the statements of the Madison Division, published in the annual reports of this Company. The subject of an extension of this line up the rich and fertile Baraboo Valley, through a productive and well-settled country, unsupplied with rail road facilities, has long been urged by the people of that region, and received much consideration and favor from the Direction of this Company in former times. Preliminary surveys and estimates were made of the extension to La Crosse, and in 1867, the Company acquired by purchase the La Crosse, Trempealeau and Prescott, and the Winona and St. Peter Rail-Roads, with a view of controlling their business in connection with and for the benefit of this enterprise, or of such other lines as might best be found to contribute to the business of our Wisconsin roads.

It was, however, not until the last year that any decisive measures were adopted to unite these purchases with the Madison line. It was found that the want of a rail-road in the region intermediate had invited the attention of several rival Companies, and unless the Chicago and North Western Company stepped in and occupied the field, other parties, independent of them, would construct the line, and the opportunity which such a project afforded of connecting the unprofitable Madison

Division with the detached La Crosse, Trempealeau and Prescott, and Winona and St. Peter Rail-Roads, would be lost to this Company.

Under these circumstances the Directors obtained control of the charter of the Baraboo Air-Line Rail-Road Company, and after consolidating that Company and the Beloit and Madison Rail Road Company with the Chicago and North Western Railway Company, they took immediate steps to construct the link of about 126 miles from Ma-lisop to the southern terminus of La Crosse, Trempealeau and Prescott Rail-Road, near the City of La Crosse.

A first mortgage was executed to cover this piece of road, and bonds running forty years, denominated "Madison Extension Gold Bonds," were issued thereunder at the rate of \$25,000 per mile—principal and interest payable in gold—for building the road. These bonds were all promptly sold in Holland, and their proceeds are being expended in the construction of this work. The sum of \$1,153,438 62 has been expended at the date of this report, and the work is steadily progressing; a portion of the road will be in operation before winter sets in, but it is not expected to complete the whole line this year. The charter acquired provides for the construction of a branch line, if desired, to Tomah, where connection can be effected with the West Wisconsin Rail-Road now nearly completed, and thereby a new route be opened to St. Paul and the lines of the Northern Pacific Rail-Road.

LA CROSSE, TREMPEALEAU AND PRESCOTT RAIL-ROAD—28 MILES.

This property is owned by the Chicago and North Western Company, and consists of a link of twenty-eight miles of railroad, completed in December last, extending from a point opposite the City of Winona, down on the easterly side of the Mississippi River, to a point about three miles east of the City of La Crosse.

A bridge is now constructing across the river at Winona to connect the Winona and St. Peter Rail-Road with this line. At its southern terminus it now connects with the Milwaukee and St. Paul Rail-Road, but its ultimate connection will be made with the new Madison Extension line, which is being constructed from Madison to a junction with this road.

The St. Paul and Chicago Rail-Road, nearly completed, extending from St. Paul down the right bank of the Mississippi to Winona, will have an immediate all rail outlet by way of this road, and through it will connect with the present system of rail-roads running to Milwaukee and Chicago.

At the time of purchase of the La Crosse, Trempealeau and Prescott Rail-Road—which was made in 1867, in connection with the purchase of the Winona and St. Peter Road—there had been a little more than one hundred and fifty thousand dollars expended on the work, and arrangements had been made by its former managers to provide means for construction, by the issue of one million of dollars of ten per cent. ten year bonds, secured by a first mortgage on the property. These bonds were subsequently issued, and indorsed, principal and interest, by the Chicago and North Western Railway Company, and their proceeds expended for building the line.

The cost of the road on the 31st of May last, was \$1,097,000 40, to which should be added the sum of \$205,421 65, paid as balance of interest on bonds, making the aggregate amount \$1,302,422 05. Of this amount, \$302,568 30 has been advanced by the Chicago and North Western Company.

WINONA AND ST. PETER RAIL-ROAD, (MINNESOTA,) 140 MILES.

This rail-road is now constructed a distance of 140 miles from Winona westward through the State of Minnesota to St. Peter, with a branch to Mankato, on the Minnesota River, is wholly owned by the Chicago and North Western Railway Company, and operated in connection with the La Crosse, Trempealeau and Prescott Rail-Road.

The charter extends entirely through the State of Minnesota and to the Big Sioux River in Dakota, a distance of about 120 miles beyond the

present terminus on the Minnesota River, and carries with it a valuable land grant from the United States Government of ten sections, or 6,400 acres per mile. The quantity of land already certified to the Winona and St. Peter Company for the extension from Waseca—since it came into the possession of this Company—is a little more than 207,000 acres, which, if estimated at the moderate price of five dollars per acre, would give the handsome sum of \$1,035,000 as an asset which may finally be realized from this source.

The terms of the grant under State law require the construction of 30 miles of this road each year; and as the remaining portion of the line, if built under the charter, would secure about 800,000 acres more of land, worth at the same valuation the further sum of \$4,000,000, the policy of making such extensions as may be necessary from year to year, to preserve the land grant, cannot be doubted.

The next stage of thirty miles from St. Peter to New Ulm will be constructed during the ensuing year.

The means for the extensions have been largely advanced by the Chicago and North Western Company, and further advances as required will be made for the same objects.

The cost of the property and its financial condition are summed up in the following condensed statements from the balance sheet of the Company, on 31st May, 1871:

Old Construction.

Cost of Road and Equipment as debited October 31, 1870.....	\$3,703,650 16
New Construction, including right of way, fences, gates and crossings, construction of buildings, engineering, etc., and Mississippi Bridge approach.....	117,893 48
Cost of Building extension from Waseca to St. Peter including construction, equipment for extension, discount on securities, &c.	1,281,539 76
Charges on account of extension west of St Peter.....	34 00
Other equipment completed and constructing.....	9,790 36

Cost of the property \$5,112,907 76

The cost is represented by the following items, viz.:

4,000 shares capital stock owned by Chicago and North Western Railway Company.....	\$400,000 00
First Mortgage 7 per cent. bonds outstanding.....	\$3,750,000 00
Second Mortgage 7 per cent. bonds outstanding, (including \$450,000 owned by the Chicago and North West'n Railway Co.)	1,565,000 00
	4,315,000 00

Amount due on account to other Railroad Co.'s, operating accounts, unpaid coupons, etc..	\$355,282 76
Less dues from other Railroad Companies and from Express Companies and Post Office Department, materials and cash on hand etc., including balance of \$150,-	

717 21 income account.....	283,649 24
	71,633 52
Balance due Chicago and North Western Company, construction advances.....	326,274 24

\$5,112,907 76

Bonds including the above have been issued but for 137½ miles of road, as follows:

First Mortgage, at \$20,000 per mile, \$2,750,000; all sold.

Second mortgage, at \$12,000 per mile, amounting to \$1,650,000, of which \$1,115,000 are sold and in the hands of outside parties; \$450,000 belong to Chicago and North Western Railway Company, as above stated, and \$85,000 are an asset of the Winona and St. Peter Company.

BRANCH ROAD TO MANKATO.

In the articles of agreement for purchase of the Winona and St. Peter Railroad, it was provided that an extension should be made to the Minnesota River, at or near Mankato; and during the last year this extension has been made by the construction of a branch line of about 3½ miles in length into the City of Mankato, where excellent depot grounds have been obtained, and a fine elevator erected on the river front, affording ample facilities for business. As it was doubtful whether the branch could be built under the charter of the Winona and St. Peter Company, another Railroad Company was organized under the general law of the State, with the title of "The Winona, Mankato and Ulm Railroad Company," under which this work was done. The cost of the branch has been \$156,948 18, represented by \$100,000 full paid stock, owned by the Chicago and North Western Railway Company, and the balance by advances made by the latter Company. As a part of the system, connected with and operated by the Winona and St. Peter Company, the branch will, doubtless, be merged with it by consolidation.

The fiscal year of the Winona and St. Peter Company terminates on the 31st of October in each year, and the result of its operations for the three years ending, October 31, 1870, shows an excess of operating expenses, taxes, interest on bonds, &c., over earnings of \$20,453 28. This deficiency occurred during the previous fiscal year, and was caused by the short crop of wheat along the line. Much damage by violent storms was done to the grain after harvest and before it was threshed in the field, and a lesser yield than usual was realized. These causes have effected the receipts since October last, during which time the deficiency, up to 31st May last, had run up \$150,717 21. But this deficiency having occurred during the winter and spring months, will, in the usual course of business, be greatly reduced and possibly extinguished by the heavy fall earnings that belong to the present fiscal year, ending on the 31st of October next.

The gross earnings of the Company for the three years ending October 31st, 1870, averaged \$561,685 41 per year.

It should be borne in mind, that during this period the eastern end of the road at Winona, with only river connections, had no outlet in winter, and its western terminus rested on the prairies, a considerable distance short of St. Peter, to which place it was completed only in May last.

There is still owing to Messrs. D. N. Birney and associates on the original purchase of the stock and bonds of the Winona and St. Peter Rail-Road Company, the sum of \$310,000, payable in semi-annual installments of \$50,000 with interest, on the first day of May and November in each year. This debt is shown in the general balance sheet of the Chicago and North Western Company, and with the payments (\$550,000 and interest) already made, is represented by capital stock and second mortgage bonds of the Winona and St. Peter Company belonging to the Chicago and North Western Company.

The La Crosse Trempealeau and Prescott Rail-Road has been in operation but a few months, and its business is not sufficiently developed to form any fair estimate of its earnings. The road is substantially the eastern extension of the Winona and St. Peter, as well as an outlet for the River road; and not until the bridge now building across the Mississippi to connect it with these roads is finished, and the business resulting from a continuous all rail line realized, can we expect to have more than a light local traffic on this road.

The benefits which were originally expected to result to the Chicago and North Western Compa-

ny from the purchase and completion of the La Crosse, Trempealeau and Prescott, and Winona and St. Peter Railroads cannot be fully realized until a direct and continuous all rail route shall be opened between them and Chicago in the interests of this Company. And to this end, the intermediate link of the Madison Extension and the bridge at Winona are necessary projects.

The extent of the line, when completed from Chicago via these roads to the proposed western terminus of the Winona and St. Peter Road in Dakota, will be about 550 miles, and will form a grand trunk line penetrating some of the finest and most favored portions of Central Wisconsin and Minnesota, whose immense and undoubted resources are rapidly developing a business which it is confidently believed will be adequate to the profitable support of this important line.

ST. CHARLES BRANCH, (ILLINOIS,) 2½ MILES.

About 2½ miles of track have been laid from Geneva, on the Fulton line, to St. Charles, greatly increasing the facilities to the local and daily business travel between St. Charles and the City of Chicago. The cost of the branch was \$43,801 55, of which \$35,000 was paid by the St. Charles people.

IOWA MIDLAND RAILROAD, (IOWA,) 75 MILES.

In the permanent lease by the Chicago and North Western Company of the Cedar Rapids and Missouri River Rail-Road, in the State of Iowa, it is provided that a branch road embraced in its charter shall be operated between Clinton and Lyons, although the length of the branch, (2 4-10 miles,) and the business it controls, are too inconsiderable for profit. The Iowa Midland Railway Company, as successors of the old Iowa Central Air Line, obtained possession of the rights and property of the latter Company, and proceeded to construct a railroad which extends from the terminus of this branch at Lyons a few miles northwardly, and then westerly through the beautiful and well settled country of the Masquoketa Valley to Anamosa, a distance of 75 miles, and, by means of connections with the Dubuque and South Western Railway, thence to Cedar Rapids, another route nearly parallel to the Chicago, Iowa, and Nebraska Road, (which is a part of our leased line in Iowa,) would be created a few miles north of the latter road.

The control of this project, aside from any local merits it might possess, was regarded as a measure of protection to the interests of the Chicago and North Western Company; and as the business which might reasonably be expected to originate on this road would be valuable, if made tributary to the Fulton line, negotiations were concluded for the purchase and completion of the Iowa Midland by the Chicago and North Western Company, to the exclusion of the rival interests, under whose encouragement and auspices considerable work had been done and track-laying begun.

A large sum of money (some \$250,000) had been expended by the old Iowa Central Air Line Company in grading a portion of this road in 1856-7, at which time the financial revulsions of that period suspended the work.

The Iowa Midland Company reaped the benefit of this work at very small cost, and encouraged by some local aid, undertook the construction of the line, which they transferred, by lease and control of the stock, to the Chicago and North Western Company.

The means provided for construction were to be obtained by the sale of bonds which the Iowa Midland had proceeded to issue as a first mortgage on its railroad, at the rate of \$18,000 per mile, amounting in the aggregate to \$1,350,000, running thirty years from October 1st, 1870, and bearing 8 per cent. interest. These bonds, after the purchase, were all indorsed, principal and interest, and sold by the Chicago and North Western Company, and their proceeds made available for the prosecution of the work of construction.

The whole 75 miles are graded, about 35 miles of track are laid, the road in operation to Maquoketa, and the ties and iron provided for the bal-

ance of the line, which will be finished by the first of October next.

The charter of this Company extends across the State of Iowa, and is available for whatever extensions the interests of the line may demand. The road is operated under perpetual lease, as a part of the line of the Chicago and North Western Company, and was opened to Maquoketa in December last. The total amount expended for account of construction, up to the 31st of May last, was \$15,283 21.

ELGIN AND STATE LINE RAIL ROAD, LAKE GENEVA EXTENSION, 10 MILES, (WISCONSIN.)

The piece of road covered by this extension was built to the town of Geneva, in the State of Wisconsin, many years ago, laid with strap rail and operated in connection with the Elgin and State Line Division of the Galena and Chicago Union Rail-Road Company, before consolidation with the Chicago and North Western Railway Company. The rails were long since removed, and the old grading and right of way suffered to remain unoccupied.

The situation of Lake Geneva, in the flourishing town of Geneva, its beauty and surroundings, the natural advantages for summer residences and country homes on its banks, and the attention it is steadily attracting as a pleasure resort and watering place, from the towns and cities in the vicinity, and especially from the citizens of Chicago, some of whom are already attracted to the spot and improving it, having induced this Company to avail itself of an arrangement with parties, by which the old grading and right of way on the abandoned line are secured at a very nominal price, and a charter obtained, by the title of "The State Line and Grand Union RailRoad Company," under which it is proposed to lay down the rails during the present season. It is believed that the amount of traffic, both in passengers and freight, that will go over the road between Chicago and Lake Geneva by reason of this extension of ten miles, will be materially increased from year to year, and will fully justify this outlay.

MENOMINEE EXTENSION, (WISCONSIN AND MICHIGAN,) 120 MILES.

The gap in the Company's line between Fort Howard and Escanaba, a distance of about 120 miles, which has heretofore been supplied by the use of steamboats on Green Bay during the season of navigation, and by means of stage lines in winter, has come to possess new and immediate importance.

With the development and gradual settlement of this part of the country, there has been an immense growth of lumber manufacturing in all the towns along the west shore of Green Bay; and the heavily timbered districts covered with hard wood, by their proximity to the mines will, once opened up by a railroad, multiply the number of blast furnaces that are in successful operation on the upper Peninsula for the production of Lake Superior charcoal iron.

The new business which is to spring from the peculiar resources of this new region, together with the large quantity of supplies that must be carried to the miner, lumberman and laborer, and the increased travel that will attend upon the success of these special and important branches of industry, seem to call for better facilities of transportation than can now be had by stage and steamboat.

These facilities it is the interest of this Company to provide, by the construction of the link between Fort Howard and the Peninsula Division at an early day. Large grants of land have been made both by the General Government and the State of Michigan, contingent upon the construction of this line; and these grants, if all of them are to be made available, require that the Road shall be completed within two years.

The aggregate of these grants, should there be no deficiency within the Government limits, together with the lands which, on completion of the line in Michigan, are yet to accrue to that portion of the Peninsula Road already built, amounts to upwards of 800,000 acres of every kind and quality

found in that region. Many of these grants cover alternate sections in districts where valuable timber and minerals abound; and from discoveries that are constantly being made, it is believed that portions of the land will be found to contain immense deposits of iron ore of the best quality, and of great value to the Company.

There is no question that the connection between Fort Howard and the Peninsula Division will ultimately be made to complete the all rail line to Lake Superior; and it should be done while the benefits of these grants can be secured to the Company.

It is proposed to issue a first mortgage 7 per cent. gold bond, to be secured by a first lien on the 120 miles to be constructed, amounting to \$2,700,000, or at the rate of \$22,500 per mile; and to finish the road from Fort Howard to the Menominee River within twelve months, and the balance within the time to which the land grants are limited by law.

LAND GRANTS.

The quantity of land which this Company and the Winona and St. Peter Company will ultimately receive for construction of the land grant roads hereinbefore mentioned, cannot be definitely ascertained, until the final location and construction of these roads within their respective land limits shall be determined, and their precise length known; nor until it shall be known how much, if any, deficiency exists in the amount of lands reserved by Government for these enterprises.

The quantities now specifically certified are:

In State of Wisconsin.....	153,600 acres.
In State of Michigan.....	176,883 "
In State of Minnesota, Winona and	
St. Peter R. R. Co.	207,000 "

Total now certified, 537,483 "

Quantities withdrawn from sale to be certified on completion and extension of these roads:

Withdrawn in Wisconsin... 145,920
Withdrawn in Michigan... 502,831
..... 648,751 "

Add quantity estimated for 120 miles extension of Winona and St. Peter Road, (grant believed to be full), 788,000 "

Grand total, 1,974,234 "

Or, say two millions of acres.

The chief value of these lands in Wisconsin and Michigan will be found in their resources for lumbering and mining, while those in Minnesota, being mostly prairie lands, will be available for farming purposes.

It would be as difficult as premature to estimate the worth of these lands to this Company at the present time; but starting from the average value usually placed by Government on alternate sections, of \$2.50 per acre, which gives a result of \$5,000,000, we may run up the appraisal to \$10,000,000, without much exaggeration of estimate, and then probably come short of their value when they shall be thrown open by easy railroad communication to occupation and development at no remote period in the future.

[F] The holders of the preferred shares of the Rutland Railroad which were issued in exchange for the 1st mortgage bonds are requested to authorize the cancellations of the bonds, as four-fifths of the said bonds have been converted into preferred stock. This is in accordance with the agreement of August 18, 1867. A majority of the holders must consent to this cancellation before it can be made.

[F] John G. Johnson, one of the engineers of the survey for the Canada Pacific Railway, has arrived at Toronto, and reports favorably of the country between Nepigon Bay and Long Lake for railroad.

JOURNAL OF RAILROAD LAW.

RAILROAD COMPANIES—LIABILITY OF HORSE RAILROADS FOR DAMAGES RESULTING TO OTHERS BY CONSTRUCTION OF THEIR TRACK.

The facts in the recent case of The Alton and Upper Alton Horse Railway and Carrying Company vs. Deltz, (50 Ill., 210), are fully and clearly stated in the following opinion by

WALKER, J.—This was an action on the case, brought to the September term, 1868, of the Alton City Court, by appellee, against appellants. The ground relied upon for recovery is, that the appellants wrongfully caused to be constructed, across a gutter on a street in the city of Alton, the track of their railroad in such a manner as to cause a permanent obstruction to the passage of the water when increased by rains, so as to overflow appellee's land; and that in consequence of such obstruction, the water was flowed back upon appellee's premises, whereby damage was caused to his garden, vegetables, flower shrubbery and seeds. Appellants filed the general issue and a trial was had before a jury, who rendered a verdict against appellants for \$150. A motion for a new trial was entered, but it was overruled by the court, and judgment rendered on the verdict.

It appears, from the evidence in the record, that appellee had leased the lots which he was cultivating as a seed garden at a rent of \$100 a year. It appears that prior to the construction of this railway, this ground was not overflowed, but there was a free passage for the water, and that the railway created an obstruction to its passage and flowed it back on this ground.

The law incorporating this company was adopted at the January session of the legislature in 1867. The 6th section of the act of incorporation declares that the company is authorized to lay down and maintain its railway in, upon, over and along any street or streets in the City of Alton and town of Upper Alton, subject to such restrictions as may be imposed upon by the Common Council of the city and by the trustees of Upper Alton. An ordinance was adopted authorizing appellants to lay a single track, with necessary turnouts etc., on the street in question. It provides for the manner in which the track shall be laid, and the culverts constructed; the manner in which the cars shall be propelled, the rate of speed, and declares that the Railway Company shall be liable for damages to property or person, in operating their road; and the city reserved the right to prescribe, regulate and alter the grade of the streets of the city without incurring liability to the company for damages.

It also appears, that the track of the company was laid under the direction of the City Engineer, who gave his personal attention to the matter, and this culvert was constructed according to his directions; that the culvert was not sufficient to discharge the water, as it was constructed.

Appellants insist that, as they constructed their railway track under the ordinances and under the control of the city engineer, they cannot be held liable for this injury. It will be conceded that there is no law requiring them to construct their track. That was a matter of choice, and purely a voluntary act on their part. There was no compulsion, but purely a matter of profit and gain on the part of the company. They accepted the charter, with its conditions, and it was r them

to determine, before it was accepted, whether, when they complied with the terms and conditions imposed, it would be profitable. When an incorporated company of this character accept their charter and construct a railway, it is an implied condition that they will not injure others by its construction or maintenance. If they receive, exercise and enjoy special rights and privileges over those enjoyed by the community at large, it must be implied that they will respond in damages to all persons injured by the construction or maintenance of their track. And the valuable franchises they receive are certainly sufficient compensation to them for the liability thus incurred, but if they were not, it is a rule that all persons must so use their own as not to injure others.

When the city prescribed the limitations under which the company could lay their track, it was for them to determine whether they would proceed or abandon the enterprise; it was for them to say whether it would be to their present or future advantage to accept the terms, with the liability to damages to others growing out of the terms imposed by the city, and proceed with the work. When they adopted the conditions imposed by the city, and plans prescribed by its engineer, appellants made them their own. They were free to accept or reject them, and having accepted them, they are responsible for the damages resulting to others by the construction of the road, to the same extent, and precisely as though the plan had been suggested and carried out by an engineer of their own.

Whether the city or its engineer, is liable over to Appellants is a question not presented by this record, and we, therefore, refrain from discussing it.

The judgment of the court below is affirmed.
Judgment affirmed.

[F] The Secretary of the Treasury has suspended the operation of the instructions of the Department of the 4th inst., which require, after the 1st of December, the use of the American seal lock on cars conveying domestic goods through Canada, until the 1st of February. At that date further instructions will be issued.

[F] The Connecticut River Railroad will probably be doubled-tracked, next year, from Chicopee to Northampton. Preliminary surveys are now going on under the direction of the officers of the road, for a railroad having one terminus at or near South Deerfield and the other at or near Shelburne Falls.

[F] The Boston and Maine Railroad company have declared a dividend of Three Dollars per share, net, of the profits of the four months ending September 30, 1871, payable on and after November 15, 1871, to stockholders of record at the close of business, November 1, 1871.

[F] The Denver and Rio Grande Railway was finished to Colorado Springs, 76 miles, on the 23d inst., and is now open for travel and freight. The gauge of the road is three feet. Surveys are now in progress to Santa Fe and the St. Louis Valley.

[F] The Bristol (Va.) News, says that the Pennsylvania Railroad company has purchased a controlling interest in the East Tennessee, Virginia and Georgia Railroad,

W. D. Mann, executive officer of the Mobile and Northwestern Railroad company has contracted for the construction of the entire line of that road from Mobile to Helena, Arkansas, 350 miles. The work is to be commenced at once. The iron for a large section of the road is now being made in England.



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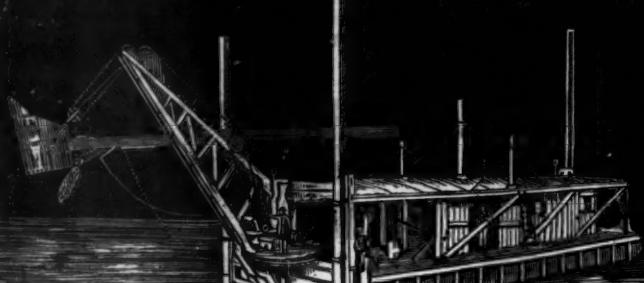


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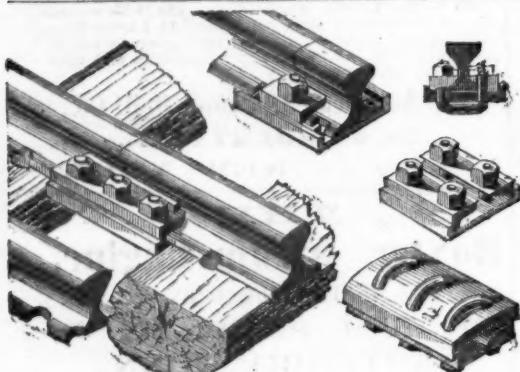


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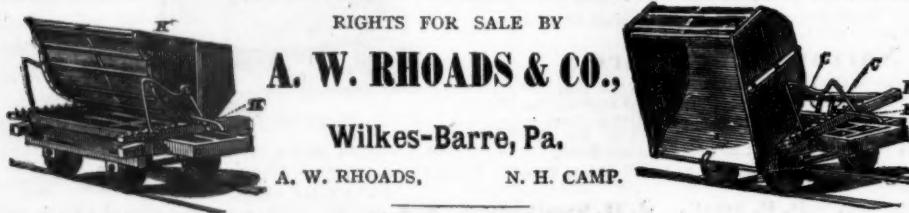


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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TO DUMP THE CAR. Fig. No. 2, Car Dumped.

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